

CIVIL AIR PATROL

January-February 2006



Volunteer

Everyday Heroes of the U.S. Air Force Auxiliary



HURRICANES MIGHTY
Members' Response Mightier

ANTONIO PINEDA
Elected National
Commander

FIRST FEMALE THUNDERBIRD
Former CAP Cadet

THE CADET DIFFERENCE
Youth Impact in Mississippi



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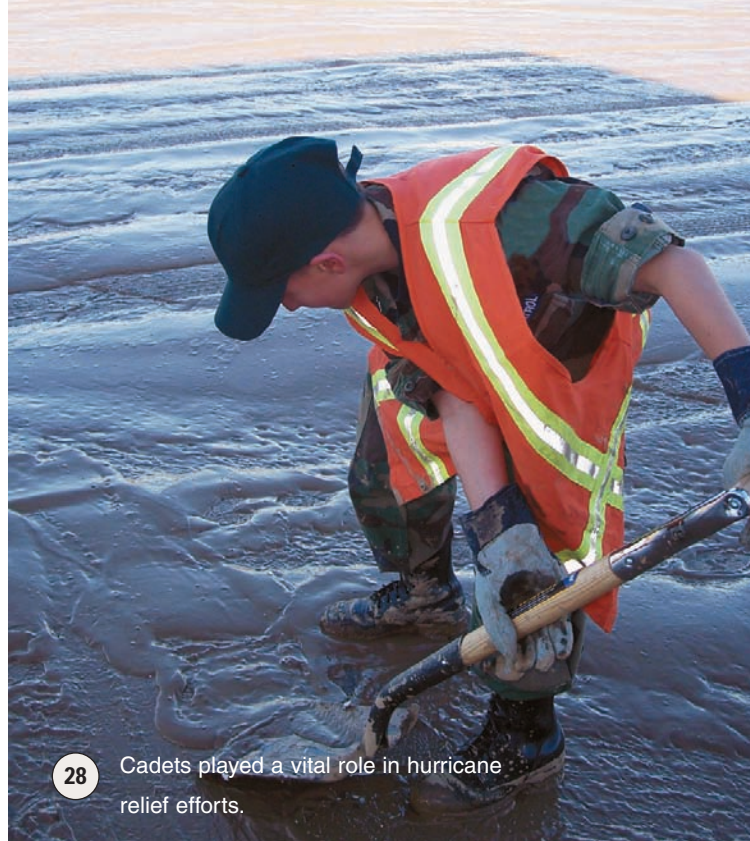
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ON OUR COVER

Texas Wing **Maj. Bruce Wilson**, top left, stands beside a family of hurricane evacuees on Sept. 14 at Baton Rouge (La.) Metropolitan Airport. He is joined by, from bottom left to right, Air Force Reserve **Lt. Col. Corey West**, CAP-U.S. Air Force Southwest Region reserve forces director; **Lt. Col. Tom Bishop**, Texas Wing's Group 6 commander; and Louisiana Wing's **2nd Lt. David Simon**. After this picture was taken, Bishop, the mission pilot, and Wilson, his co-pilot, flew the children, Nigeria and India, and their grandparents to Dallas to reunite them with their mother and father.



Maj. Gen. Antonio J. Pineda

I am excited about this inaugural issue of *Civil Air Patrol Volunteer*. As times change, we must approach our communications differently. Many volunteer organizations are experiencing a drop in membership, and we are no exception. When current recruiting and retention tactics are no longer effective, we must find new ways to keep current members engaged and pique the interest of potential members. *Civil Air Patrol Volunteer* not only gives us a sharper look, it serves as a better vehicle to communicate with people interested in CAP, whether a current member or an interested citizen.

I firmly believe that for us to remain a strong, united organization, members need to be convinced CAP is the best place to volunteer. Studies show the best way to recruit a member is through a current member. I ask each of you to look back at why you first joined CAP. Was it a sense of patriotism, a love of flying or the camaraderie of serving your country with like-minded individuals? Revisit the feelings that propelled you into CAP. Only when you rediscover that sense of fulfillment will you be able to convince others that CAP is where they need to be.

I am working hard to provide you with a quality membership experience. There are many demands on your time, so your volunteer hours with CAP should include meaningful duty assignments to give you a sense of accomplishment. Doing a job well and making a difference is all any volunteer desires.

So, read and enjoy *Civil Air Patrol Volunteer*, and pass it along to a prospective member. Then, tell them why you choose to volunteer in the greatest organization in America. ▲

A handwritten signature in black ink that reads "Antonio J. Pineda". The script is fluid and cursive, with the first and last names being more prominent.



Pineda Elected National Commander

Above, Maj. Gen. Antonio J. Pineda, center, is flanked by Lt. Gen. John Regni, former commander of Air University, and his wife, Rose Pineda, who pin on his new rank.

As cultural diversity throughout our country increases, it is now more important than ever to remember you don't have to be born in America to be 100-percent American. Case in point: Civil Air Patrol's National Commander Maj. Gen. Antonio J. Pineda. Born in Cuba, Pineda immigrated to the United States with his parents on Dec. 28, 1962, at age 12 after Fidel Castro imprisoned his father because of his involvement with the infamous Bay of Pigs incident.

After his release, an agreement between Cuba and the U.S. government allowed released prisoners and their families to come to America. "We left Cuba with only the clothes we had on our backs, and we landed in Florida," said Pineda. "It was December and all the kids were out of school on holiday break."

When Christmas vacation ended, Pineda started school. Although he didn't speak English, he made his way through, and after hard work and

As he assumes command of CAP, Maj. Gen. Antonio J. Pineda sets goals close to his heart.

several years of summer school, he graduated high school. Afterward, he served his new country in the Florida National Guard for six years before enrolling in college.

As Pineda recanted his humble start in America, he did so matter-of-factly, without pause for dramatic effect, thus, offering a glimpse of his down-to-earth nature. This, combined with his long-standing interest in the safety of others and the laws that govern American society, drew him to the police academy. "I became a police officer, and I've now been in law enforcement for 34 years," he said.

Another one of Pineda's longtime loves is flying. The flying bug bit him early. "In high school I got to go up in a bright yellow Piper, and I loved it," he said. "The guy who owned the plane asked me how I liked it, and if I wanted to learn to fly it. I told him I did, but I couldn't afford flying lessons. He gave me a break and helped me get my pilot's license. I couldn't have done it without him."

Now, Pineda is paying that man back, and everyone else who has helped him along the way, through his service in CAP. But, without the help of another person, this time his young son, he never would have joined.

"I got married and had two boys and a daughter, and one of my sons joined CAP," he said. "I went to a banquet for him, and I had a little déjà vu."

Memories from his first days in an airplane came back, and events that seemed mysterious at the time came full circle. "When I was getting my pilot's license and going to the airport, I used to watch these kids marching in uniforms," he said. "I went to a military academy in Cuba, so it interested me. I used to stop in the parking lot and watch them drill. I remembered this one redheaded kid in particular."

At the banquet, Pineda spotted that redheaded kid

again, now all grown up and his son's CAP squadron commander. "Then, it hit me. The kids I used to watch were junior CAP members," said Pineda. "At that time, I was supervising a gang task force, and after seeing how CAP kids behaved and what it did for my kid, I decided that although I didn't have much time to give, I wanted to do what I could to be a part of the organization."

Four months later, Pineda became a squadron commander. Three months later his squadron made it to the national cadet competition, where he had a fateful meeting with the Florida Wing commander. "I met him there, and he said he wanted to take me out to dinner," said Pineda.

"I know when someone wants to take me out to dinner, they want something from me," said Pineda, and he was right. The Florida Wing commander asked him to be a group commander, and Pineda accepted.

Pineda let a hint of pride shine through in his voice as he reminisced on his swift movement through CAP's ranks. "I had only been a member of CAP for eight months at that point, and, as group commander, I was in charge of 22 squadrons, with 1,400 people," he said. "I was in that position for about six years, then I became the Florida Wing commander for three years. Then, I was a regional commander for three years and national vice commander for one year."

And now, Pineda is CAP's national commander; he was elected in August 2005.

His people-centric leadership style at every level has, no doubt, been what culminated in his assuming CAP's highest position. Pineda explained his leadership philosophy. "I like to treat people the way they want to be treated," he said. "In a volunteer organization, it is different than when people get paid. I recognize that, and I try to listen to the members. What do they want to do? What are their ideas, their suggestions? You would be



Marc Huchette, National Headquarters

surprised that even the newest and youngest CAP members have come up with some great ideas that have greatly benefited CAP.”

With a deep understanding that the members are the backbone of CAP, Pineda believes showing gratitude and respect by listening to the membership is the only way to effectively run the organization. “They put a lot of time and work and even money into CAP,” he said. “We have to listen to the membership.”

According to Pineda, the title of commander is not really an accurate description of what he does. “My job is not so much to command them,” he said, “but to supply them with the tools and training they need to do their jobs in the right way and in a safe way.”

But Pineda is taking command when it comes to setting goals for CAP, a few of which are very close to his heart thanks to his experiences in law enforcement and his work with gangs for more than three decades. “I see CAP in the next few years climbing in membership, and I see us involved in more activities, especially in regard to homeland security and disaster relief,” he said. “I also

Maj. Gen. Pineda speaks with Col. John Wilkes, Mississippi Wing commander, during a tour of Mississippi mission bases in the aftermath of Hurricane Katrina.

see us reaching out into inner cities more to keep those kids out of gangs. I want to see them join our *gang*.”

Pineda already has seen firsthand the turnaround a wayward kid can make after some time in CAP. “When I was squadron commander, a mother brought a kid to us and said, ‘I can’t handle him, you can have him.’ He was in a gang, had long hair, all that. I told her, ‘We can’t take your kid. He has to want to join.’ But he did come back, with short hair, and he had a great attitude,” he said. “He ended up achieving the highest cadet grade, and then applied for the Air Force Academy and got the appointment. He has since graduated and is now a major in the Air Force.

“There are stories like that all over the country, and I want to see us get more and more involved with these kids,” said Pineda. “They need friends and a place to belong. CAP can give them that in a positive way.” ▲

CIVIL AIR PATROL volunteer

Celebrating Our 65th Year of National Service

LETTER FROM THE MANAGING EDITOR

On behalf of Civil Air Patrol's nearly 60,000 members, National Commander Maj. Gen. Antonio J. Pineda and Executive Director Don Rowland, I am pleased to present the inaugural issue of *Civil Air Patrol Volunteer*. This premiere flagship publication is filled cover to cover with comprehensive features that capture the heart and soul behind the motivations, tenacity and fearless volunteerism of our everyday heroes – the members who represent the true ideal of what it means to be an American.

Disaster relief services provided during hurricanes Katrina, Rita, Ophelia and Wilma are featured on the centerfold with a comprehensive 28-page spread that truly captures the essence of CAP's awesome capabilities. Senior members as well as cadets were immediately on the scene, up front and center, conducting damage-assessment flights, medical airlifts and ground search and rescues while, on the home front, hundreds of others manned Red Cross shelters, packaged and shipped critical relief supplies and even conducted highly successful fund-raising campaigns. The impact, as evidenced in this keepsake inset, was staggering. CAP volunteers flew more than 2,000 hours and accounted for more than 8,500 residents during ground searches.

The *Civil Air Patrol Volunteer* is the product of the Blue Ribbon Task Force led by our own Lt. Col. Buddy Harris of the Florida Wing, a CAP sub-chaser during World War II, whose expertise as editor in chief of the *Florida Facts* proved invaluable. Other members of the committee who helped mold and shape the magazine's content and format are cited on this page under "Advisory Committee."

I am certain our readers, who include an extensive list of constituent audiences identified by the task force, join me in saluting our volunteers' missions for America – the very reasons this magazine was created to celebrate.

By capturing their patriotic spirit in each and every issue, thousands upon thousands of citizens across the nation will have the opportunity to learn firsthand what it means to be a CAP volunteer and, most importantly, how CAP improves the quality of life of all Americans.

Julie DeBardelaben



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ON THE WEB

Go to www.cap.gov daily for squadron and wing news.

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Rowland Named Executive Director

New Civil Air Patrol Executive Director Don R. Rowland's priorities for the new year include increased public awareness and appreciation of CAP's missions for America and implementation of more sophisticated retention and recruitment strategies.

"We've got nowhere to go but up," he said in describing the organization's new initiatives.

"It has always been the nature of the members to perform missions with little fanfare," said Rowland, citing the humble manner in which cadets and senior members fulfill their duties. "They think, 'We're here to serve,' and, as a result, expectations of personal recognition or publicity simply don't exist. They are truly everyday heroes!"

"Member recruitment and retention is another critical need," said Rowland, "because membership renewal is tantamount to our continued success. Since CAP is community-based and entirely volunteer, attrition is a given for a variety of reasons and so is the need to continually renew our membership."

Rowland envisions increasing CAP's visibility by using the wings' public affairs officers as the conduit.

"I'd like for the public to read about the excitement of being in Civil Air Patrol on an ongoing basis

and how there are other local people involved. The challenge is to make the stories relevant, to capture the rewards and excitement of belonging and to explain how the missions we perform impact lives," he said.

As a 21-year veteran of CAP who served in the Air Force for 23 years, Rowland can attest to the organization's impact. He was named CAP executive director on Oct. 4, 2005.

Rowland's background includes search and rescue and aircraft systems acquisitions. During two years in the U.S. Coast Guard Exchange, he attended the guard's SAR School at Governors Island, N.Y. He served one tour flying helicopters in the Pacific and three years at Scott Air Force Base, Ill., in System Requirements for Special Operations. In addition, he served three years as the inspector general for CAP-U.S. Air Force and later as the counter-drug and rescue program manager. Prior to his current position, Rowland served as CAP's senior director, director of plans and requirements and director of strategic communications and plans.

"I have had many jobs, but my favorite in the Air Force was as the CAP-USAF inspector general. I visited every wing, saw all of the facilities and talked to every CAP wing commander. It not only gave me a deep appreciation for what the volunteers were experiencing, but also a



Don Rowland looks forward to new year with Civil Air Patrol

comprehensive understanding of their short-term and long-range needs. The experience was invaluable."

"I had one experience after another that built on itself. All along in your career, you're preparing but you don't quite know what it's for. For me, it turned out to be this position," he said.

"I really do respect the volunteers," Rowland concluded. "They're doing this because of, I guess you would say, their 'love' for it. I see National Headquarter's role as making them successful. It's not about our success. It's about theirs!" ▲

Former West German Colonel Serves CAP

A former colonel in the West German Army is an active member of the Maj. McKinnie Composite Squadron in Jackson, Miss.

“Membership in CAP means making a commitment to serve this country,” said Lt. Col. Eckhard Stuart, who joined CAP in 1999 after retiring from two positions – first, from the West German Army in 1986 where he served for 26 years and then from BASF Corp. in New Jersey in 1996, where he served as director of crisis management and security. He became a U.S. citizen in February 2005.

Stuart said he was attracted to CAP’s search and rescue mission and the organization’s core values. He also appreciated that CAP gives people the opportunity to bring in and apply their previous experience right away at an appropriate level. Initially a lieutenant colonel appointed as a wing administrator, Stuart served as director of wing administration, as a professional development officer and, eventually, as a squadron commander.

As a CAP member, Stuart has earned two exceptional service awards, two meritorious service awards, a commander’s commendation, two unit citations and the Gill Robb Wilson Award, but the award for which he is most proud is his Certificate of Recognition for life saving.

On June 26, 2003, Stuart flew two sorties as an observer over the Lizard Head Wilderness in San Miguel County, Colo., searching for a group of 11 teenage girls and their supervisor who got lost the previous day in the high alpine country. Flying in the dark at 14,000 feet, the crew — Maj. Charles Kennedy, Capt. Allan “Tom” Tompkins and Stuart — were able to establish contact with the lost group via Family Radio Service radios, find their exact position and report it to mission base. As a result, a mountain rescue team was able to lead the group down the mountain the next morning.

“When we flew home to Cortez that night, proud and happy, all three of us felt the same way. Our volunteer service and training had saved the lives of those kids and that is what our membership in CAP is all about,” he said. ▲

“Our volunteer service and training had saved the lives of those kids and that was what our membership in CAP was all about.”



Eckhard Stuart, a former officer in the German Army (inset), is an active CAP member in Jackson, Miss.

Air Force Capt. Nicole Malachowski made history when she became the first female

Thunderbird

by Vicki Terrinoni

When former Civil Air Patrol cadet Nicole (Ellingwood) Malachowski was 5 years old, she went to an air show in California and fell in love with a fighter jet. “The air show was neat, but I fell in love with the F-4 Phantom and decided there and then I wanted to be a fighter pilot,” she said.

She not only became a fighter pilot, but in June, she made history as the first female pilot on the U.S. Air Force Thunderbirds demonstration team. The 1996 graduate of the Air Force Academy will fly in the No. 3 right wing position during the 2006 season.

Malachowski, 30, said her six years in CAP helped her achieve this goal. “I think what CAP did for me, what it does now and will continue to do, is to motivate young people to pursue excellence in whatever they choose to do. For me, that happened to be joining the Air Force,” she said.

Finding out women were not allowed to be fighter pilots did not deter Malachowski’s aspirations. At a sixth-grade career day, when she stood up and told the class she was going to be a fighter pilot, the teacher told her women weren’t allowed to be fighter pilots. It was true then, but in 1993, the Air Force changed the rules.

“I never wanted to prove anything to anyone but myself. Someone saying something when I was 12 years old doesn’t change the fact that I am a Thunderbird today,” she said.

Her experiences as a CAP cadet, first in the Cable





Courtesy of U.S. Air Force

“The North Las Vegas Airport is a special place for me, because the Nevada Wing gave me a scholarship to pay for flying lessons, and I soloed at 16 at the North Las Vegas Airport.”

Composite Squadron in Upland, Calif., and then the Nellis Cadet Squadron in Las Vegas, helped lay the foundation for her success.

“The North Las Vegas Airport is a special place for me,” said Malachowski, “because the Nevada Wing gave me a scholarship to pay for flying lessons, and I soloed at 16 at the North Las Vegas Airport. It’s cool to be back.”

Malachowski said she was a cadet in California from seventh to ninth grade and then her family moved to Las Vegas, where she was active in the squadron from 10th to 12th grade.

She said the CAP leadership in her squadrons was always encouraging youth and that played a big role in who she is today. “They create good Americans, and I think I’m a pretty good American,” she said.

Malachowski is humble about her inclusion in the Thunderbirds. “I feel like any Thunderbird ever selected. It is the greatest honor of my life to represent the greatest Air Force in the world. It is a very humbling feeling for me,” she said.

Malachowski said she almost didn’t apply to be part of the team, but her husband, Air Force Maj. Paul Malachowski, an F-15 Eagle pilot, talked her into it. She

actually deleted the first recruiting e-mail message sent by the Thunderbirds, but her husband sent her a copy and showed her how she was qualified. “No one ever thinks they qualify for the Thunderbirds, let alone get picked,” she said.

The process to become a Thunderbird is a long one. Each candidate must have at least 1,000 flying hours in a fighter or trainer jet, which wasn’t a problem for Malachowski, who was flying F-15s in England and recently had returned from four months in Operation Iraqi Freedom. In January ’05, candidates submitted letters of recommendation, a biography and a letter stating why they wanted to be a Thunderbird. After interviews and a flight test at Nellis Air Force Base, five finalists were chosen, and then three team members were selected.

Now that she has finished flight training in the F-16 Fighting Falcon, Malachowski and the rest of the team are training for their show season, which begins in March. She hopes her accomplishments will encourage other CAP cadets to join the Air Force.

“I’ve had a fantastic career with the Air Force, using the greatest technology in the world for the greatest country in the world. I would love to see some of our cadets come in and fly with us,” she said. ▲

Hodgkins Takes Helm

New CAP-U.S. Air Force commander wants to focus on refining the relationships between the Air Force, federal agencies and CAP so the Air Force and U.S. agencies can task CAP members with missions more quickly and efficiently.

A homecoming of sorts took place recently when Col. Russell D. Hodgkins Jr. became the new CAP-U.S. Air Force commander, relieving Col. George C. Vogt in an Oct. 6 retirement ceremony.

Although Hodgkins, a Massachusetts native and former jet pilot, has traveled the world and led large commands throughout his career, he will still readily tell you fondly he joined CAP as a child and served as a cadet.

Today, 4,000 flight hours and multiple European and U.S. tours later, Hodgkins is committed to serving CAP with a definite eye on guiding cadets, but also on strengthening relationships with all CAP volunteers.

“If you don’t talk to the folks out in the field, you don’t get a full picture of all the things CAP is doing across the country,” Hodgkins said during a recent interview in his office.

His dedication to the membership is evident in Hodgkins’ travels, who visited several cadet events, such as flight academies and encampments, this past summer.

“One of the most enjoyable things about CAP is the fact that you get a lot of cadets who are enthusiastic and want to go do things,” said Hodgkins, whose youngest son, a sophomore at Booker T. Washington Magnet High School in Montgomery, Ala., is a CAP cadet. Hodgkins’ oldest son is a third-classman at the U.S. Air Force Academy.

As CAP-USAF commander, Hodgkins said he will focus on refining the relationships between the Air Force, federal agencies and CAP so the Air Force and U.S. agencies can task CAP members with missions more quickly and efficiently.

For Hodgkins, “efficiency” and “quickness” are concepts that mirror his flight career.



Courtesy of U.S. Air Force

Col. Russell Hodgkins is committed to serving CAP with a definite eye on guiding cadets, but also on strengthening relationships with all CAP volunteers.



“One of the most enjoyable things about CAP is the fact that you get a lot of cadets who are enthusiastic and want to go do things.”

His 4,000 hours of flight time include countless hours in the T-38 Talon — the best jet for pulling Gs, Hodgkins attests — and the slightly larger, but still plenty fast, EF-111 Raven.

Hodgkins’ Air Force experience began at the U.S. Air Force Academy, where he received his commission in 1980.

Following undergraduate pilot training, he served a tour as an instructor pilot and check pilot in the T-38. Moving on to the EF-111 in his follow-on assignment, he flew operational tours in Europe and the continental U.S., as well as three deployments to the Middle East. After the Air Force retired the EF-111, he flew a second tour instructing in the T-38.

Hodgkins’ flying experience includes 116 combat missions during operations Desert Shield, Desert Storm, Provide Comfort and Southern Watch.

His awards and decorations include the Distinguished Flying Cross, the Defense Meritorious Service Medal, the Meritorious Service Medal with three oak leaf clusters, the Air Medal with three oak leaf

clusters, the Aerial Achievement Medal with seven oak leaf clusters, the Joint Services Commendation Medal and the Air Force Commendation Medal.

Hodgkins is checked out in CAP’s Gippsland GA8 Airvan and Cessna C-172, C-182 and C-206, but you are most likely to see him piloting the C-182.

He said he has to fly at least four hours each month “to stay current on flying status and also so I don’t go crazy.”

However, as much as Hodgkins has flown, he counts many of the nonflying experiences in his Air Force career as highly as his time aloft.

Before coming to CAP, Hodgkins was in charge of the U.S. European Command Center in Stuttgart, Germany, where he coordinated movement of all military forces through Europe during Operation Iraqi Freedom.

Prior to running the Command Center, he was responsible for all U.S. military operations in the sub-Saharan Africa operation for about two years, during which time he worked with U.S. State Department officials and American Special

Forces soldiers.

Hodgkins also worked at the Pentagon for four years in computer modeling and simulation analysis that contributed to the F-22 Raptor and F-35 Joint Strike Fighter Program.

Hodgkins’ office showcases much of his unique career. One window, for instance, holds a collection of brown wood carvings from Africa.

Although he treasures his military career, Hodgkins is still a family man. In Montgomery, he serves as an assistant Scoutmaster in his son’s troop. He also enjoys the company of many friends he and his wife met during his first stay in Montgomery for Air War College.

As CAP-USAF commander, he follows in the footsteps of Col. George Vogt, whose personal efforts led to the signing of the first Memorandum of Understanding between 1st Air Force, CAP-USAF and CAP, codifying the relationship between the joint combatant commander and both the Air Force and its auxiliary.

Vogt’s leadership also clarified Air Force policies pertaining to funding the CAP, which ensured continued support for programs such as the CAP cadet glider program. ▲

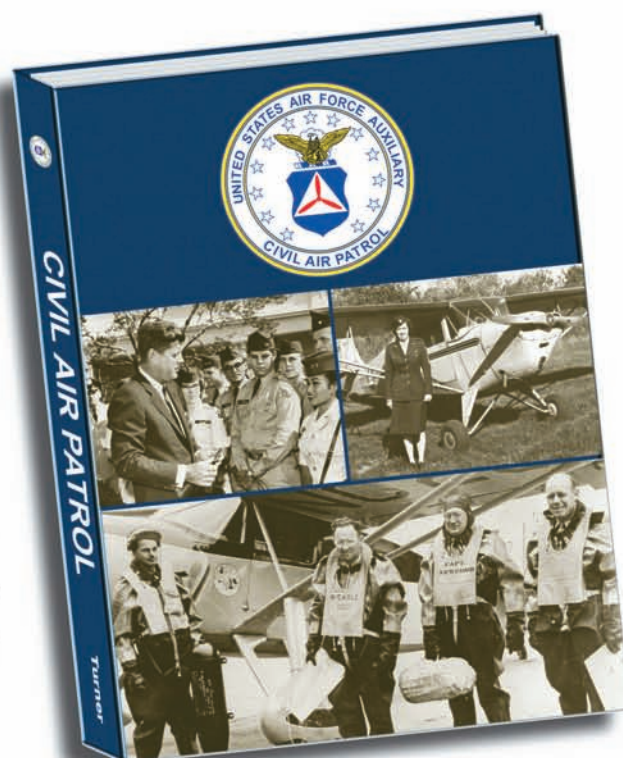
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David Campbell

NHQ Establishes Development Directorate

The 117 members of the CAP corporate team pose in front of National Headquarters at Maxwell Air Force Base.

National Headquarters is committed to finding ways to work more efficiently and to make the volunteers' jobs easier, so they can enjoy the reason why they joined Civil Air Patrol in the first place! With this in mind, every issue of *Civil Air Patrol Volunteer* will include an update from National Headquarters, which will help keep everyone abreast of the latest information impacting our 56,000 members.

In response to members' requests for assistance in raising funds at the local and wing level, NHQ has some exciting news. Members are oftentimes unsure how to get started or, equally as important, do not have the staff or time to research and apply for funding. In response

to this need, the Program Development Directorate was established at National Headquarters on Oct. 24.

The directorate was formed to support fulfillment of the mission capabilities of CAP by identifying, tracking and pursuing all possible funding options from a wide variety of public and private sources and by providing assistance to the volunteer membership to increase successful recruitment and improve retention. Timely and relevant information about opportunities for funding also will be provided by the directorate to the wings and units on a continual basis.

Sharon Taylor, a CAP member of Florida Wing and the Southeast Region since 1999, was selected to head this directorate. Taylor brings

extensive fundraising and marketing experience to CAP. She has served CAP as a professional development officer, public affairs officer and Southeast Region director of marketing. Prior to joining CAP, she was the associate dean for continuing studies at the University of Miami and director of the James L. Knight Conference Center.

Look for extraordinary things to happen for CAP in the coming year as Taylor launches a full-scale development program designed to help every unit fulfill its greatest potential. ▲



Sharon Taylor

EVERYDAY HEROES

The Faces of Civil Air Patrol



CIVIL AIR PATROL RESPONDS



CAP members Zach Brizek, Capt. Eric Schuelke and Cadet Capt. Maureen Elizabeth Arscott knock on a south Mississippi resident's door during a ground search following Hurricane Katrina's arrival.



1st Lt. Denise Thompson of the Thunderbird Composite Squadron in Houston distributes bottles of water during hurricane relief efforts.

Relief Effort Showcases Diversity of CAP Talent

“The teams we have on site at each of these bases volunteered to come down just before the hurricane (Katrina) even hit. They were ready to come, not knowing what they were going to be facing.”

—CAP Maj. Gen. Antonio J. Pineda, National Commander

Putting their own lives second to the struggles of hurricane victims, Civil Air Patrol volunteers answered an urgent call to service in the Southeast in late 2005.

Suddenly and efficiently, members of the Air Force's auxiliary left behind careers, paychecks and families to help in damaged areas of Mississippi, Louisiana, Texas, North Carolina and Florida.

Hurricanes Katrina, Rita, Ophelia and Wilma ravaged these states between late August and the end of October, and victims in the disaster areas are still struggling.

Giving their best, hundreds of CAP volunteers flew more than 2,000 hours and accounted for more than 8,500 residents during ground searches.

Their Air Force-assigned missions were coordinated and tracked through 1st Air Force, which reports to Northern Command.

Hundreds more CAP members manned evacuation shelters in their home states, delivering aid to homeless evacuees. Others packed supplies that were shipped by trucks and planes to victims.

CAP National Commander Maj. Gen. Antonio J. Pineda and other senior members traveled from throughout the nation to spearhead the efforts.

Pineda saw firsthand the impact of both CAP air and ground teams after Hurricane Katrina struck Mississippi and Louisiana.

He spent several hours one October day aboard a GA8 Airvan as Texas Wing pilots Capt. David Goldstein and Maj. Randy Russell ferried him to three Mississippi staging areas in Pascagoula, Wiggins and Bay St. Louis. Goldstein and Russell also showed Pineda the complete destruction of coastal areas during a low flight along Gulf beaches in Mississippi.

In Bay St. Louis near Stennis International Airport, the national commander accompanied ground team members on house-to-house searches through a devastated neighborhood.

The general found himself in awe of CAP members.

"When I saw that (the damage) today, the last time I had seen such devastation was during Hurricane Andrew, a long time ago. My heart went out to these

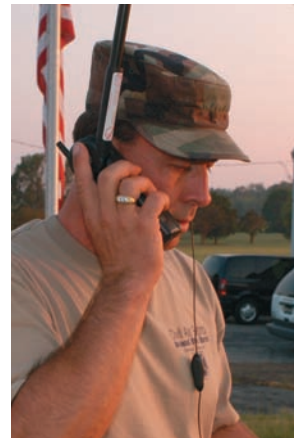
people, then and today, and that's why I feel so proud of what the Civil Air Patrol is doing," he said.

Then CAP National Vice Commander Brig. Gen. Rex Glasgow spent about 12 days in Mississippi working with emergency management officials following Katrina. He helped coordinate CAP efforts in Mississippi and assisted multiple incident commanders; flew to Pascagoula and Stennis to brief CAP volunteers; worked as a liaison between the Mississippi Emergency Management Agency, the Emergency Operations Center in Jackson, Miss., and the Coast Guard to obtain additional funding and missions; and compiled data on CAP's impact in Mississippi.

These efforts typified exemplary work performed by all senior members and cadets.

Called upon in part because of CAP's cost-effectiveness, assessed at about \$100 an hour, senior members showed their mettle in leadership and professionalism on ground teams, in field offices and, not surprisingly, on flight lines.

In all these places, a selfless desire to help prevailed.



Brig. Gen. Rex Glasgow

Flight lines buzz with activity

Maj. David Starcks knows the indescribable feeling of forgetting oneself.

The commercial jet first officer, who flies the Airbus A320 for Frontier Airlines, lost a guaranteed paycheck and left his home in sunny California to assist operations at CAP's Jackson Mission Base.

His life suddenly didn't matter when a higher calling came.

As the hum of a CAP Cessna broke a momentary quiet at Hawkins Field Airport in Jackson, he reflected on his October journey east.

"Whatever I can do, I'll do it here for the people in Mississippi, not because of where they're from but because they're my fellow countrymen, people who I think deserve our support and our help," Starcks said in a break from supervising cadets on the flight line.



2nd Lt. William Salm operates a CAP-programmed radio in the Wisconsin Wing's communications van at Hawkins Field Airport in Jackson, Miss.



Pennsylvania Wing 1st Lt. Elizabeth Hornbach visits with a child during a Mississippi ground search. For ground teams, part of the mission was just "being there" for people in need.



Maj. David Starcks served as flight line manager and air operations director. Here, he mans a radio at Jackson mission base during Hurricane Katrina relief operations.

Starcks' multifaceted role at the base comprised serving as flight line manager and air operations director. By the time he left Jackson, he knew air ops inside and out.

When Starcks wasn't overseeing cadets, the veteran CAP member was busy inside headquarters. There, he assisted and later took charge of arranging assignments for aircrews asked to fly various missions, from resupply to medical evacuation. He also assisted cadets in directing CAP aircraft and in performing dozens of full aircraft inspections to ensure instruments, lights and control surfaces functioned properly.

Mission base mania

Like many others working at mission base, for Starcks, Maj. Russ Melvin of the Texas Wing and incident commander Lt. Col. Owen Younger, also of Texas, "taking a break" wasn't part of the vocabulary. These initial members of the skeleton staff simultaneously monitored dozens of flights and ground searches.

"Who will fly this mission? Do we have enough air crews to replace those going home tomorrow? Which ground teams are here in Mississippi, and do they have proper instructions?" These typical questions racing around Younger's mind comprised just a small sampling of his responsibility.

"I had to constantly juggle the incoming people and also rotate people home, and we were working 18 to 20 hours (a day) at the mission base," he said.

Melvin could appreciate Younger's plight.

At first, he worked as section chief of planning and operations as well as safety officer. As help arrived, he settled into the jobs of operations section chief and air operations director. He received flight assignments for pilots from the mission planning section, then checked available aircraft and crews, manned them and informed the pilots of their missions. He also debriefed all pilots when they returned to base.

"This went on seven to 12 times a day, and one day we had 18 sorties. Most days started at 7 a.m. and ended at 1 a.m. the next morning. (We were) glad to see replacements come," he said.

Both he and Melvin initially fought a common foe other than the hurricane and fatigue — communication setbacks.



Fortunately, Wisconsin Wing members manning the wing's Mobile Command Post and Communications Center tackled this demon head on.

Wisconsin Wing and high birds

Like others that left family behind, 2nd Lt. William Salm, a radio operator, left a wife of 16 years and two sons, 10 and 14, at home to make the 900-mile trip.

He drove in the wing's mobile communications center with Wisconsin director of logistics Lt. Col. Dan Ritchie, Maj. Scott Glamann, Capt. Gary Thelen and 2nd Lt. John Foxall.

Salm, who also served as communications branch director at mission base, and his colleagues battled difficulties that made Led Zeppelin's *Communication Breakdown* seem minor.

"From the start, it (my goal) was to do my best job. I gave it 100 percent or better all the time. And, yes, it was intense," said Salm, a power plant operator in Manitowoc, Wis., and a pilot who flies Cessna C-152s and Cessna C-172s in his spare time.

When the team arrived in Jackson, key mission base radio antennae had been destroyed in the storm, hampering the base's ability to communicate.

Though Ritchie's team, which served 12 days, brought high-tech communications equipment, it

CAP pilot 1st Lt. Bryan Hebert, right, sits in the cockpit of a CAP aircraft with Mississippi Department of Transportation engineers Keith Carr and Mike Cresap.

initially proved ineffective.

Salm said the mission required the Wisconsin members to tap into every ounce of their radio knowledge.

Cell towers had been knocked down, making cell phone use sporadic. Satellite phone lines also were tied up by a torrential flood of users.

"We used anything we could to get those messages across. We would use our CAP radios, satellite phones, HF radio with Automatic Link Establishment and even our personal cell phones," he said.

Fortunately, said Ritchie, CAP aircraft with airborne repeaters flew high-bird patterns that were highly effective in directing operations. The repeater, a system that receives a signal and repeats it simultaneously on another frequency, increased reception and enabled the Wisconsin quintet to relay messages within a 180-mile radius between all CAP bases in Mississippi.

Ground teams meet victims

The communication was vital so ground team members like 1st Lt. Elizabeth Hornbach and Capt. Eric Schuelke of the Pennsylvania Wing could be sure they



Maj. Alexander Hamilton of the Texas Wing delivers nine tarps to residents of a south Mississippi neighborhood during Hurricane Katrina relief operations as Maj. Gen. Antonio J. Pineda looks on. Pineda applauded CAP members for their timely response in helping citizens like these Bay St. Louis residents, who requested the tarps to cover holes in their roofs and received the equipment less than 30 minutes later.



CAP Maj. Russell M. Melvin of the Texas Wing briefs CAP pilot Lt. Col. Darrell D. Kilburn of the Tennessee Wing at Jackson Mission Base during Hurricane Katrina operations.

followed specific orders and procedures received from Jackson Mission Base.

Officers at mission base had detailed instructions for the pair and others to follow as they walked from house-to-house checking on residents' safety.

Hornbach, a senior majoring in professional writing at Kutztown University in Kutztown, Pa., and dozens of other Pennsylvania Wing members drove 30 hours to Mississippi to support the effort. Their trek ended beneath tall pines beside a Mississippi runway at Stennis International Airport in Bay St. Louis. The patch of forest became home for Hornbach and other senior members and cadets for about 10 days.

Hornbach and her comrades typically awoke at 6:30 a.m., ate MREs (meals ready to eat), participated in a team briefing, then began door-to-door canvassing of homes about 8 a.m.

In hot and humid weather, Hornbach and others went from house to house, knocking on doors and recording the results of their interactions with residents, giving them food and water and asking if they had any needs.

One of the first tasks for Hornbach and several other members was to locate an elderly Ocean Springs woman in renal failure.

"The residential area the woman lived in was severely damaged. Some houses were still standing, but many were shredded. The roads had been cleared, but on either side of them were piles and piles of boards and damaged personal property. Trees and power lines were down," Hornbach recalled.

When Hornbach, two other Pennsylvania Wing medics — Maj. Thomas Baum and Cadet James Allen — and an Alabama Wing medic, Capt. David Hester, found the woman, they arranged for an ambulance to take her to a hospital.

"It was very rewarding. I'm glad we went," said Baum, an emergency medical technician, nursing student and Army Reserve medic.

All told, CAP's ground team members in Mississippi completed 112 missions, visited 4,266 homes and made contact with about 8,500 residents.



Texas Wing Capt. David Goldstein, left, and Maj. Randy Russell pilot a Gippsland GA8 Airvan above Mississippi.

MLO provides backbone

Working alongside the volunteers on many missions were moral leadership officers like Schuelke, a parts assembler at a tool and die manufacturing plant in Cabot, Pa. While serving as a ground team leader at the tent camp in Bay St. Louis, Schuelke leaned on his experience as a moral leadership officer to enrich the cadets' experience.

For instance, Schuelke said the cadets enjoyed feeding victims' pets they found along the way. He said the job was just as important as helping adults, because the pets were cherished by the victims.

Schuelke also encouraged the ground team members to listen to the hurricane victims' stories.

"It was awkward for the cadets at first, but they got their courage up and stuck to it. When we piled back into the van, they would laugh a little, cry a little and talk forever," he said.

Not only did cadets provide a much-needed boost in manpower, but their mere presence was invaluable in disaster areas, where residents were sometimes doubtful about the motives of relief workers, especially in uniform.

Hester, a Birmingham, Ala., paramedic, was extremely pleased.

"With the cadets there, they (the residents) didn't feel threatened. They didn't feel intimidated, and they felt like people were there just to help them. For some of the residents, it seemed to have a calming effect," he said.

CAP pilots visible across Southeast

Meanwhile, CAP's pilots and aircraft unified the organization's disaster relief response.

These aviators created a web of flight routes between mission bases and ground teams in Mississippi and between bases in Louisiana, Texas, North Carolina and Florida.

CAP pilots could be seen buzzing in all of the affected states and soaring to and from Tyndall Air Force Base in Florida, home of 1st Air Force, which coordinates and tracks all Air Force-assigned missions for CAP disaster relief.

1st Lt. Bryan Hebert was among dozens of CAP pilots who flew more than 900 sorties and soared aloft more than 2,000 hours to support disaster relief following all four hurricanes.

Hebert, a flight instructor by trade, flew several missions in Mississippi between Columbus, Jackson and Gulfport, sorties that tested Hebert's flying prowess.

Steering a Cessna C-182 along I-10 heading west toward New Orleans with two Army Corps engineers aboard, Hebert found himself among some of the heaviest air traffic he'd ever encountered.

"I spent the entire flight craning my head from side to side to avoid Army, Navy, Coast Guard, police and other various rescue helicopters from every direction and altitude. There were a few fast and pointy ones (jets) in there just to mix it up a little," he said.



From left, Lt. Col. Amos Plante, Louisiana Wing; Bob Betzold, state director of the Arkansas CAP-U.S. Air Force liaison office; and Maj. Harry Stafford, Louisiana Wing, pause for a photo during Hurricane Katrina relief operations at the Louisiana Office of Homeland Security and Emergency Preparedness in Baton Rouge.

After Hebert took Mississippi Department of Transportation engineers Keith Carr and Mike Cresap aloft to inspect bridge and road damage, Carr commented there was no other way to do the assessment without CAP.

While Hebert was assisting relief operations in Mississippi, CAP Maj. Harry Stafford was flying missions in Louisiana, first responding to Hurricane Katrina, then to Hurricane Rita.

Louisiana CAP members set themselves apart responding to Katrina and Rita. At least 94 senior members there served a total of 604 man-days, and five cadets participated for 28 days. Louisiana mission pilots, observers and scanners took part in 433 air missions and spent 1,025 hours in the air. In addition, 68 CAP members from outside Louisiana visited the state to assist with hurricane operations for 383 man-days.

Stafford's more than 125 hours in the sky included

search-and-rescue missions in New Orleans as well as aerial photography of colleges for the Louisiana Board of Regents.

Stafford also flew above St. Bernard city in St. Bernard Parish and Venice in Plaquemines Parish, home to Native American villages hard hit by Katrina and Rita.

In Louisiana, just as in Mississippi, members like Stafford took care of business.

He flew almost a month supporting Katrina relief efforts, then soared more than a week assisting with the Rita response, commanding Cessna C-172, C-182 and C-206 planes.

"It was pleasing in one way, being able to help, but it was terrible for the people and seeing the amount of destruction from both hurricanes," he said, adding, "I felt lucky not having to be down in that destruction."

For Lt. Col. Art Scarbrough, the lengthy time was well spent.

"Participating in the single greatest natural disaster in American history was clearly a test of our training and incident management skills," Scarbrough said.

"We established that we can sustain operations for an extended period of time during which we executed a broad spectrum of tasks, including processing some 2,000 images, searching for survivors, conducting a variety of mission support and humanitarian transport sorties and serving as a key aviation resource for both state and federal agencies," he said.

Scarbrough's words in large part sum up the broad range of CAP capabilities utilized in the disaster relief response. ▲

Are you a hurricane victim who needs help?

Nearly \$20,000 has been collected from private and corporate donors for the CAP Hurricane Relief Fund, established to help CAP members affected by Katrina, Rita or Wilma.

If you were affected by the hurricanes and need financial assistance, contact Robin Hunt, CAP Hurricane Relief Fund project officer, at (877) 227-9142, ext. 211, or rhunt@cap.gov.

To contribute to the fund, visit www.cap.gov.



Master Sgt. Lance Cheung, U.S. Air Force

Capt. Jay Workman arrives at West Houston Airport to deliver an HF radio system during Hurricane Rita operations. He is greeted by fellow Texas Wing member Lt. Col. Steve Lamonte.

Move Over Katrina

*Three more on
the way!*

CAP members battle storms in Texas, Florida, North Carolina, too

When Civil Air Patrol volunteers sign up to serve, they're already pulling double-duty.

Most work and/or go to school, then devote the remainder of their time to serving their country and communities through CAP.

Now imagine the surprise of many members who pulled double duty or thought they were seeing double or even quadruple late in the past hurricane season.

Louisiana Wing members first endured Hurricane Katrina, but before they were even finished with that battle, Hurricane Rita moved in.

A state away, dedicated Texas Wing members traversed Louisiana to serve in Mississippi following Katrina's arrival, only to return home to similar grief from Rita back in the Lone Star State.

Throw in three Maryland Wing members who flew

south for the winter, or rather fall, to fly Hurricane Ophelia missions off the North Carolina coast, and you begin to see the scope of CAP relief efforts.

Wilma no comic character in Florida

Meanwhile, Florida Wing members who traveled north to serve in Mississippi returned home to find Hurricane Wilma showering and clouding the Sunshine State.

In fact, Lt. Col. Bruce McConnell, Florida emergency coordinating officer, said members there dealt with four hurricanes this year. While the response to the storms wasn't simultaneous, it was more disaster than the state desired.

"You had Dennis, Katrina, Rita and Wilma this year and Charley, Frances, Ivan and Jeanne last year," McConnell said.

In Florida, taking on Wilma, CAP members flew 63

air missions over 147 hours and carried out 21 ground sorties over 902 man-hours. More than 160 Florida members participated with assistance from four Georgia volunteers.

In Wilma's wake, McConnell said CAP reconnaissance teams, working for the Florida Division of Emergency Management and in close coordination with teams from the Florida State Department of Transportation and the Florida Army National Guard, transmitted the earliest reports on the condition of critical facilities, roads, power lines and homes to the State Emergency Operations Center in Tallahassee.

The timely information allowed Florida emergency managers to allocate resources to the hardest-hit areas, he said.

In addition, McConnell said ground team members worked diligently to silence the multiple aircraft emergency locator transmitters and watercraft emergency

From left, Maryland Wing aircrew members 1st Lt. Craig Miller, 2nd Lt. Jack Foley and Maj. John Long prepare to depart from Raleigh-Durham International Airport on an Ophelia damage-assessment mission in North Carolina.



CAP 1st Lt Donald S. Penven, North Carolina Wing

position indicating radio beacons set off by Hurricane Wilma throughout the state.

They manned Red Cross shelters and provided assistance to FEMA and state officials in distributing water, ice and meals. Also, CAP cadets walked door-to-door to aid senior citizens, calling 911 for sick and elderly residents and staying with them until medical personnel arrived.

Lone Star State residents tackle Rita

Back in Texas, volunteers dealt with Rita as best they could.

More than 300 members there served 4,242 man-hours and flew 353 hours during 145 air missions.

CAP volunteer Capt. Jay Workman piloted a Cessna C-172 on at least four of these missions between Sept. 24 and 30.

“The flying was pretty intense,” said Workman, who commanded aerial damage-assessment missions in east Texas.

Workman witnessed severely damaged natural gas facilities, houses that had been torn apart, trees that were knocked down and ruined residential areas.

“On one of our passes, we saw an old Navy destroyer, a salvage barge and some smaller vessels that were broken loose and blown up on the shore,” he said.

In the midst of such devastation, CAP members relied on professionalism and teamwork to complete the tasks at hand.

That teamwork was symbolized in a handshake between Workman and Lt. Col. Steve Lamonte, one of dozens of Texas Wing members who manned the flight line so pilots like Workman could taxi safely before and after missions.

ACC rivalries fizzle out when Ophelia storms in

The camaraderie among members in Texas was also evidenced in North Carolina, with a touch of sports-related irony.

To football and basketball fans especially, mention Maryland and North Carolina together and you may find yourself in a heated discussion over who's best in the Atlantic Coast Conference.

But the rivalry was set aside, of course, when CAP members from North Carolina called Maryland CAP volunteers for support after Hurricane Ophelia passed through.

Immediately, Maryland Wing members — pilot Maj. John Long, observer/scanner, 1st Lt. Craig Miller and observer/ co-pilot 2nd Lt. Jack Foley — hopped in a Cessna C-182 and headed to the mission base at Raleigh-Durham International.

In the end, members of the two wings flew seven missions over a 21.7-hour span and captured more than 150 images of destroyed houses and damaged piers using satellite-transmitted digital imaging technology.

“The assistance they provided was invaluable in our efforts to support the state of North Carolina,” said Lt. Col. David E. Crawford, director of emergency services for the North Carolina Wing. “We also appreciate the willingness of other Maryland Wing members to volunteer to assist, should the taskings have extended.”

CAP was also invaluable to state and military agencies that relied on the auxiliary's airborne technology to aid rescue efforts.

“CAP was a partner in the state and regional disaster airlift (SARDA), an FAA guidance and aviation emergency response plan,” said Lt. Col. Aaron Harper, director of the CAP division of the North Carolina Department of Crime Control and Public Safety. “CAP also served as a high bird repeater for the (North Carolina) Army National Guard.”

Not only did CAP assist the military, but it also took aerial photographs that aided the North Carolina Division of Emergency Management, the Wildlife Resource Commission, the Division of Marine Patrol, Department of Transportation aviators and county emergency management agencies.

“It was just very smoothly orchestrated. Everybody worked really well as a team, and CAP stepped in and did their job,” Lt. Col. Harper said. ▲

In the wake of Rita, 300 members in Texas put in 4,242 man-hours and flew 353 hours during 145 air missions.



Ready, Aim, ARCHER!

“Whenever they talk about this technology, they talk about CAP being the first to have it operational.”

by Vicki Terrinoni

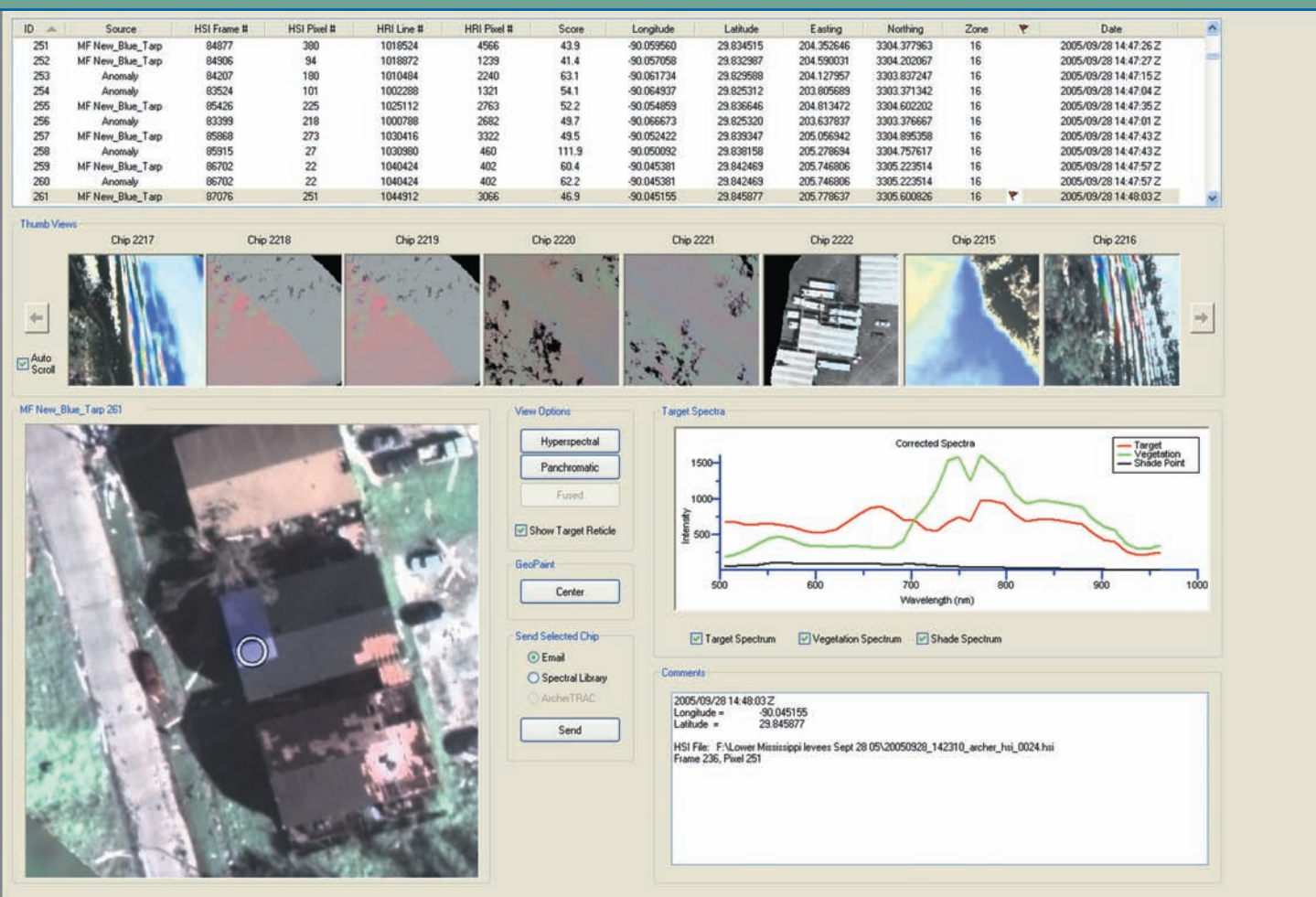
The Civil Air Patrol’s new ARCHER technology was deployed during a natural disaster for the first time when the Army Corps of Engineers requested its use in assessing levee and other damage in Mississippi and Louisiana following Hurricane Katrina.

CAP members Richard Swatloski and Joseph Higginbotham of the Alabama Wing flew the first two missions on Sept. 2-3 over Mississippi. Due to the success of these initial missions, the Army Corps of Engineers requested additional ARCHER missions to support their efforts.

The CAP has fielded the nation’s first operational real-time processing hyperspectral imaging (HSI) system, although the government has been exploring it for many years, said Col. Drew Alexa, CAP’s national director of advanced technologies.

“In Department of Defense and other scientific circles, when HSI technology is discussed, ARCHER is often mentioned and CAP is credited with being the first to deploy operational hyperspectral imaging,” he said.

This technology will eventually be placed in 16 CAP Gipsland GA8 aircraft located strategically across the nation. To date, three of the 16 CAP systems have been deployed.



ARCHER is the acronym for airborne real-time cueing hyperspectral enhanced reconnaissance, which analyzes an object's reflected light to locate items that may not be visible to the human eye from the air, such as downed aircraft. ARCHER, being a reflective light noninvasive HSI technology, does not see inside buildings, underground or through snow and is not operational at night.

Another feature is ARCHER Trac, which allows an ARCHER operator to view and record the flight path over search areas to ensure total coverage of the over-flown area. "This saves a whole lot of time to be able to see what has been covered," said Higginbotham.

With its many capabilities, ARCHER will be an invaluable tool for CAP's search and rescue missions, as well as for disaster relief.

During the Hurricane Katrina mission, the technology certainly lived up to its expectations.

"It is marvelous. It's just amazing. CAP has made an incredible investment in this technology," Swatoski said. ▲

The ARCHER screen at the right shows how the system picks out a specified item, while the screen at the left zooms in on the chosen image – in this case a blue tarp on a roof in New Orleans.



Col. Drew Alexa, director of the CAP Advanced Technologies Group and ARCHER program manager, shows off an ARCHER system installed in a CAP Gippsland GA8 Airvan.



Cadets Boost Relief Effort

CAP youth get the job done on ground team searches, flight lines and radios.

The camp resembled a Civil War scene. Tents dotted the brown landscape beneath pine trees.

Youths in green military fatigues rustled about, awaiting a call to action.

It wasn't a war, but it was real. Civil Air Patrol volunteers at a camp near Stennis International Airport in south Mississippi spent a week there in September supporting disaster relief operations after Hurri-

cane Katrina crashed into the coast.

For many cadets deployed to Mississippi, their mission called for them to man flight lines and radios at the Jackson Mission Base and CAP's other bases at Stennis in Bay St. Louis, Pascagoula and Wiggins.

For the cadets at Stennis, the mission involved house-to-house searches in Hancock, Jackson, Stone and Pearl River counties.

The setting looked like a Scout campout but with a more serious tone. The volunteers there camped

for about a week without niceties like showers, fast food and free time.

But cadets like Capt. Maureen Elizabeth Arscott of the Pennsylvania Wing knew the safety and well-being of hurricane victims were more important.

"We see it on the news and we hear the stories and we feel for these people, but to come down and see it first-hand and see these people don't have homes, there are animals just running wild, there are people who have lost many relatives, it's just

Left, Oxford, Miss., resident and Cadet 2nd Lt. Jeremy Locke gets a short break from unloading relief supplies off a U.S. Navy SH-60 Seahawk in September at Trent Lott International Airport in Pascagoula, where CAP volunteers conducted ground searches.

Photo: 2nd Lt. Roger Smith, Mississippi Wing

absolutely humbling,” Arscott said.

Arscott was preparing to leave on a ground search mission with about 10 other CAP cadets and senior members. Their task: Walk door-to-door to homes to check on the welfare of the residents and see if they needed food, water or any other type assistance. About 30 minutes later, Arscott was trudging through the wreckage in a neighborhood near the airport. Although the homes stood on stilts, the residences had suffered incredible damage.

Outside homes, pine trees lay fallen on power lines, and boats that had rested in water had been swept onto land. Inside homes, carpets were turned into squishy mud mats, furniture had been thrown atop other furniture and prized possessions like hand-finished entertainment centers were ruined.

Several residents were living outside their homes beneath tarps.

Cadet 2nd Lt. Bryan Williams met with several homeowners to document damage to homes and streets and to check on the welfare of residents.

“It’s a good experience helping other people,” said Williams, an 18-year-old member of the Pennsylvania Wing.

For the cadets, the reward of serving the hurricane victims far exceeded any inconvenience of eating MREs (meals ready to eat) out

of cardboard boxes, using portable toilets, skipping showers for a week or sacrificing access to television.

For Cadet Lt. Col. Stephen M. Kantner of Reading, Pa., making a difference in the lives of others was all that mattered.

“My best experience was when Cadet Maj. Alex Tullo and I went to a trailer and greeted the family, and they had their six kids come out for a Kodak moment with us because they thought we were something really great,” Kantner said.

For some cadets, the service was truly fun.

Oxford, Miss., resident and Cadet 2nd Lt. Jeremy Locke worked at the CAP base at Trent Lott International Airport in Pascagoula. He directed CAP planes as they taxied to takeoffs and from landings, helped unload relief supplies from helicopters like the U.S. Navy SH-60 Seahawk and manned and operated HF and VHF radios.

The airman used the radios to communicate with ground teams working in Florida and Mississippi.

“(It was) kinda cool, very interesting. I’d never done disaster relief before until then, so it was really an eye-opening experience being able to see so many people doing so much stuff for a common

goal,” he said.

At Jackson Mission Base, Pennsylvania wing cadets 1st Lt. Kenneth Millett and Staff Sgt. Bob Veitch also took on significant responsibilities.

In fact, not only did Millett and Veitch direct aircraft, they also performed 71 airplane inspections, said Maj. David Starcks, the cadets’ supervisor.

“They were a huge asset,” said Starcks, who served as flight line manager and air operations director at Jackson Mission Base.

Like Starcks, Lt. Col. Al Bedgood, who served as a ground team leader in Pascagoula, held cadets in high regard for their performance throughout the relief effort.

“I was very impressed with the behavior, maturity and demonstrated knowledge of the cadets I encountered during the Hurricane Katrina support operations,” said Bedgood, who leads CAP members in his home state as commander of the Florida



Lt. Col. Al Bedgood

Wing’s Group 8, which covers Pinellas and Pasco counties.

Once given the specific mission requirements, Bedgood said the cadets performed as well as the senior members. “They worked long hours to ensure mission success,” he said.

“The Mississippi cadets were especially sharp and professional working where, when and as needed



Marc Huchette, National Headquarters

Cadet Capt. Maureen Elizabeth Arscott of the Pennsylvania Wing documents information in a notebook during a ground search in a Katrina-stricken neighborhood near Stennis International Airport in Bay St. Louis, Miss. Arscott and other CAP members checked on the welfare of residents in the area, ensuring they had food, water and medical care.

to get the job done,” he said.

Pennsylvania cadets also did an outstanding job of managing radios at the Pascagoula Mission Base, he added.

“They arrived eager to serve, and with just a few hours of supervision they were able to operate the ALE-93 HF radio, a system that none of them had ever seen before arriving on site,” said Bedgood.

Perhaps Staff Sgt. Chris Kyser summed up the cadets’ experience best: “It was pretty interesting, probably a once-in-a-lifetime thing. I think it was a great experience being down there,” he said. ▲

From left, CAP cadets Staff Sgt. Bob Veitch, Staff Sgt. Chris Kyser and 1st Lt. Kenneth Millett stand before CAP aircraft while serving at Jackson Mission Base. Veitch and Millett directed aircraft and performed airplane inspections. Kyser also directed aircraft and assisted in testing radio equipment.



Marc Huchette, National Headquarters



James S. Wreyford, Texas Wing

When Hurricane Katrina struck the Gulf Coast, Lt. Col. Judy Steele's first reaction was to hurry south to help.

But whether it was fate or the decision of a higher power, Steele was needed, not on the coast, but instead in her home state of Tennessee.

Almost overnight, her years of experience operating computers and serving as a school counselor suddenly were put to use helping Hurricane Katrina evacuees at the Nashville chapter of the American Red Cross for one week in early September.

Steele worked alongside about 50 other Tennessee Wing members who contributed 2,314 man-hours assisting more than 7,000 evacuees and placing about 155 of them in shelters.

She worked directly with evacuees to help them post personal information on several missing person Web sites, file FEMA applications and use Google Earth, a Web site that helped evacuees assess the status of their homes.

"When they would tell me their stories, we would cry together," Steele said.

Steele actually could show Katrina evacuees water around their homes as well as other details on a

CAP members far from front line help evacuees

Above, Cadet Andre Johnson of Round Rock, Texas, stands in front of the flight line at Ellington Field in Houston, where he worked with five other members of the Apollo Composite Squadron and more than 100 members of the Texas Wing's Group 13 to assist Katrina evacuees.



Col. James Rushing, Tennessee Wing

Lt. Col. Judy Steele was among 50 Tennessee Wing volunteers who partnered with the American Red Cross to help evacuees.

computer. "Some got excited because their homes were intact; some could tell there was water all around their homes," she said.

Steele recalled speaking to an elderly New Orleans couple who had spent their life savings to build a two-story house. They learned while in Nashville their home would be demolished.

The husband and wife needed some hope, and Steele provided it. She employed her counseling skills to assure the couple they likely could rebuild their home and perhaps reconstruct it even better than the first time.

CAP members there assisted with mass care, communications, transportation, case work and food services. Many members were even trained to be case workers.

In neighboring Kentucky, members of the Bardstown Composite Squadron helped set up shelters for 80 Katrina refugees at the request of the Nelson County Red Cross chapter and the local housing authority. Members worked throughout the morning assisting the Red Cross by transferring cots, donated furniture and household items into freshly renovated housing authority apartments.

In Missouri, 18 members of the Fort Zumwalt Falcon Cadet Squadron assisted the St. Louis chapter of the Red Cross in establishing a shelter at the St. Louis

International Airport for Katrina survivors.

Eager Texas members relish chance to serve

In Texas, six members of the Apollo Composite Squadron supported more than 100 members of the Texas Wing's Group 13, commanded by Maj. Dennis L. Cima, in processing more than 700 critically injured and sick victims of Hurricane Katrina at Ellington Field in Houston.

The patients were brought to the airfield by 21 Air Force and Coast Guard aircraft.

For the Apollo members, especially the cadets, the experience was simultaneously exciting, overwhelming and tragic.

The senior members and cadets offered direct aid to many evacuees who were separated from spouses and other loved ones in transit from Louisiana.

Cadet Andre Johnson was excited as he traveled from his home in Round Rock to Houston to take part in the mission. When he got there, suddenly it was all too real.

"The only female patient I cared for was desperately looking for her mother. She had found three old friends who sadly had no word of the woman's mom," Johnson said. "I could see she was happy to see her friends, but knew inside she was crushed because she did not know the whereabouts of her own mother."

Cadets like Johnson and Staff Sgt. Michael Moody truly showed their mettle. Rather than shy away from work, they embraced the chance to employ their CAP training.

Moody got his opportunity to shine when he was first summoned. He set up an HF radio and an FM radio; then, to his delight, he was told the staging area needed a graveyard-shift mission radio operator.

"I stayed in the communication shack all through the night without going to sleep. All night long I got the regular check-ins and any other traffic that needed to be relayed or reported. I did not get to sleep until 8 o'clock in the morning," he said.

Moody's mother, 1st Lt. Cheri Fischler of Round Rock, the Apollo Composite Squadron commander, enjoyed some memories of her own. One assignment was to reunite a grandfather and grandson who had become separated. The grandson had all of the grandfather's medicine.

"We had a couple of planes come in at the same time and it seemed like everybody on those planes had been separated from their loved ones. We managed to go through the crowd calling out the grandson's name until we found him and we got Grandpa his medicine and both of them in an ambulance," Fischler said. "It was very touching."

In fact, of all CAP members who helped evacuees, Cadet Johnson's sentiments may sum the experience

up best.

"Throughout the mission there were times of sadness and happiness. It was basically an emotional roller coaster," he said.

No Everyday Hero goes unsung

CAP volunteers across the nation gave hundreds of hours to relief efforts by packaging supplies for shipments to victims and by raising money.

■ In Wisconsin, the Sheboygan Composite Squadron collected five tons of food and supplies during a drive for Hurricane Katrina relief efforts.

■ In South Carolina, cadets and seniors from the Greenville Composite Squadron joined a local family in collecting relief supplies for Mississippi and Louisiana. The cadets and seniors logged more than 1,156 hours collecting, separating, boxing and loading trucks for the journey south from the parking lot of a Wal-Mart in Greenville.

■ In Virginia, more than 12 cadets from the Lynchburg Composite Squadron assisted charity workers in their relief efforts. Cadets loaded donations of bottled water, canned food and other necessities onto pallets to be trucked

down to Mississippi, Louisiana and Alabama.

■ In New York, the Long Island Group, including Suffolk County Cadet Squadron 10, raised more than \$14,000 for Hurricane Katrina and Hurricane Rita relief.

■ In California, the San Luis Obispo Composite Squadron collected, organized and packed a large semitrailer with clothes, toys and linens for shipment to the Lackland Cadet Squadron at Lackland AFB, Texas, for distribution to Hurricane Katrina evacuees.

Numerous other squadrons and wings assisted in similar ways. The efforts at the hometown squadron level all the way up to the mission base level near disaster areas earned CAP National Commander Maj. Gen. Antonio J. Pineda's respect.

"I'm very proud of all the members of the Civil Air Patrol. Their teamwork and effort have been tremendous. I thank every single member who participated," he said.

"In this organization, everyone matters, from those on the front line to those getting the job done in their hometown shelters. I pat all of you on the back. Well done! I am very proud to serve with you," Pineda said. ▲

"Throughout the mission there were times of sadness and happiness. It was basically an emotional roller coaster." — Cadet Andre Johnson

Chaplains provide 'ministry of presence'

By Vicki Terrinoni

Civil Air Patrol chaplains deployed to Mississippi, Louisiana and Texas following hurricanes Katrina and Rita prayed for and with the victims and teams, provided onsite counseling and, through many acts of kindness great and small, provided a "ministry of presence."

Impromptu counseling was a critical primary need the chaplains filled, said Chaplain (Lt. Col.) Robert Whitely, Southwest Region, who was deployed to Mississippi as part of the critical incident stress management team.

"The (CAP) members interacted with the people and just in case they saw something that upset them, I was there to talk to them," he said.

The victims were, of course, distraught as well, said Chaplain (Capt.) Lewis McMullen, Florida Wing, who was held at gunpoint by a distraught woman who had lost her pet.

"She had heard people were coming in uniform to loot houses," he said.

"Basically, I just listened," he added. "She needed someone to listen to her and I kept praying while I talked to her."

The needs were similar following Hurricane Rita. Assistant Texas Wing Chaplain (Lt. Col.) David Northcutt prayed for the planes and talked with crews waiting to take off at West Houston Airport.

Northcutt also helped serve meals, purchased Hershey's kisses and put dishes of them around the flight crew and administrative areas and provided another creature comfort for crews flying missions at 1,000 feet in temperatures of 100 degrees or higher.

"It is easy to get air sick if you get too hot, so I purchased small jugs for ice for each aircraft crew," he said.

Some chaplains helped, even though they didn't



Chaplain (Capt.) Lewis McMullen, left, discusses plans for a house-to-house search with Lt. Col. Al Bedgood in Pascagoula, Miss., following Hurricane Katrina.

deploy to the devastated regions. Chaplain (Lt. Col.) Dewey Painter of the Florida Wing oversaw the distribution of more than 30,000 pounds of relief supplies. He and other CAP volunteers gathered in Jacksonville, Fla., to load and ship 90 tractor-trailer trucks full of supplies donated by the aid organization Mission Harvest to victims in Alabama, Louisiana and Mississippi.

Chaplain (Col.) Charles Sharp, Chief of CAP Chaplain Services, worked at a Red Cross shelter in Pine Bluff, Ark., where he transported people to the hospital and doctors' offices. His counseling sessions with evacuees included assuring a man who had recurring dreams about bodies floating by that he was normal, and it was the situation that was abnormal.

In Baton Rouge, Sharp led prayers and devotions and he even made breakfast every morning for the team members.

After their time in the field, some felt contrite for what they had at home. "For two days after I got back, I felt guilty about sleeping on clean sheets and having electricity," McMullen said. ▲



Rock Palermo

by Jennifer Kornegay

This CAP everyday hero's quick thinking led to a family's rescue.

When Hurricane Katrina unleashed her fury along the Alabama, Mississippi and Louisiana coasts, countless homes, businesses and lives were destroyed. The storm and its devastating aftermath earned the reputation as “the worst natural disaster in America’s history.” But in the days and weeks that followed there were some bright lights shining through the gloom. Col. Rock Palermo of Louisiana Wing’s Lake Charles Squadron was one of those lights.

After Katrina’s storm surge breached the levees in New Orleans, Palermo took on an important and active leadership role.

“I ran operations for the first flights,” he said. “We were spotting survivors on rooftops and bridges and relaying that information. We also found suitable landing zones for helicopters and did quite a bit of aerial photography. A picture is worth a thousand words, and that is especially true in disaster situations.”

While Palermo and other dedicated CAP pilots undoubtedly helped thousands of stranded and displaced people, one family in particular gave him credit.

“There was a woman whose family was stranded, and she knew the address, but that didn’t matter since all the road signs were underwater,” Palermo said. “I was able to determine the latitude and longitude to locate the house and pass that on to the Coast Guard. Shortly after, the family was rescued.”

During a post-rescue interview on an NBC-TV affiliate the family praised Palermo’s quick thinking.

Louisiana Wing's Rock Palermo, right, discusses relief operations with Dick Gremillion, left, director of the Calcasieu Parish Office of Emergency Preparedness, and Army Lt. Gen. Russel Honoré, center, commander of Joint Task Force Katrina.



More About Rock Palermo

Membership: Since 1996

Profession: Partner in the law firm of Bice Palermo & Veron

CAP Highlights: Has served as a CAP mission pilot, incident commander and CAP-agency liaison; named Southwest Louisiana Mutual Aid Association's Emergency Responder of the Year, 2001; currently serves as national legal officer.

His squadron pioneered CAP's rapid response system by instituting a 911 center call-out using alpha pagers, much like systems used by volunteer fire departments. Also, his squadron was one of the first CAP units in the nation to use infrared cameras in conjunction with slow-scan imaging.

"We were spotting survivors on rooftops and bridges and relaying that information. We also found suitable landing zones for helicopters and did quite a bit of aerial photography. A picture is worth a thousand words, and that is especially true in disaster situations."

Palermo found himself transformed from rescuer to victim in the amount of time it took for Hurricane Rita to pick up speed and blow through parts of Texas and Louisiana close on Katrina's heels. Lake Charles was hit hard. But Palermo, just like his first name so appropriately suggests, didn't falter.

Though a tree had fallen on his own home, he assisted with the evacuation and worked with military leaders on planning rescue and recovery operations.

Palermo initially served as director of operations at the Calcasieu Parish, Emergency Operations Center. After the first day, he became the deputy director and then moved on to work with major commodities

distribution, disseminating things like power generators for hospitals and public works, as well as fuel, food and water.

For his efforts, Palermo received a Commander's Coin from Oregon National Guard Brig. Gen. Douglas Pritt, one of only two the general awarded.

While he is grateful for the recognition, it's not the limelight that keeps Palermo committed to helping others through CAP.

"I know CAP is a valuable resource, and that keeps me motivated," he said. "We know our work is helping. Be it disaster assessment or assisting with homeland security, we have a tool and can provide a service that is needed." ▲



Former CAP Vice Commander Brig. Gen. Rex Glasgow, left; Maj. Owen Younger; Capt Shari Stark; Lt. Col. Sherry Jones; National Commander Maj. Gen. Antonio J. Pineda; and Capt Eric Hudzinski, seated, were involved with critical incident stress management counseling during CAP hurricane relief operations.

In the middle of an intense rescue effort, with adrenaline pumping and minds racing, more often than not, the rescuers involved push emotions aside as they work to get the job done. Afterward, though, those bottled up feelings can explode, sending the individual spiraling into a whirlwind of confusion and doubt. This is why critical incident stress management has become more than a buzz phrase for CAP squadrons throughout the country; it's now an integral part of procedure.

A recent natural disaster proved CISM's true worth. When Hurricane Katrina blew through parts of Louisiana, Mississippi and Alabama, she left behind a path of devastation the likes of which the country has rarely seen. Thousands of people were displaced, stranded and just plain lost. CISM personnel were there to help rescuers deal with the odd feelings, memory lapses and other mental chaos that can follow a stressful incident, said Lt. Col. Sherry Jones, a critical incident stress management expert and special adviser to the national commander for CISM.

"It was mandated by CAP National Commander Maj. Gen. Antonio J. Pineda that every person involved with Katrina participate in an outbriefing before being released from duty," she said. This 20-45 minute defusing gave members the opportunity to vent and for us to

Critical Incident STRESS Management

by Jennifer Kornegay

More than a buzz phrase for CAP squadrons throughout the country, it's now an integral part of procedure.



Northeast Region Lt. Col. Chaplain Van Don Williams, second from left, uses CISM training to counsel New York City firemen affected by the terrorist attacks on Sept. 11.

validate those frustrations and concerns.”

Jones explained why CISM works so well. “It is a peer program, not a mental health program,” she said. “We found when people think mental health professional, they think mental illness and may not be very responsive.

“The satisfaction you get when you help someone who is stuck with their feelings is indescribable,” she added. “When you explain to them it is normal, it will pass and they’re not crazy, you watch the tension fall away and see them take a deep breath for the first time.”

According to Jones, during the aftermath of Katrina, CISM’s value was evident. “I know of many people outside of CAP who performed varying types of rescues following Katrina, and some of those people are still emotionally stuck in their experience since no outbriefing was provided. These people still have nightmares, cry, are hypervigilant and still mentally pore over their experience. With some of them, when they tell stories of what they saw or experienced, you can tell by the look in their eyes they are still there and they don’t know how to get home,” she said. “CISM after Katrina gave us the opportunity to make sure our members had the chance to decompress and to prepare for returning to their families and normal lives.”

Like every CAP member working on the Katrina mission, Texas Wing Incident Commander Lt. Col. Owen

Younger underwent an outbriefing with a CISM team before he went home. “After I handed off my responsibilities, I went into an office with a CISM team and spent maybe an hour talking,” he said. “When we were done, it was like the weight of the world was off my shoulders.”

Jones relayed a story to illustrate CISM’s impact during and after Katrina. “One cadet felt she had failed her fellow members because she was too young to go out in the field and was left behind to prepare makeshift meals for the staff coming in and out of the mission base headquarters in Jackson,” Jones said. “We reminded her the morale of a military unit is made or broken many times on the quality of meals, and her contribution was priceless in terms of the health and sustenance of the members in the field. We reminded her of the *M*A*S*H* series where an entire unit was cohesive or subversive depending on the satisfaction with the bare necessities of life, such as food and shelter. She realized then her contribution was as valuable as any other.”

While CISM helps those undergoing traumatic stress for the first time, Jones emphasized even seasoned veterans need the services, too. “CISM is not just for new people,” she said. “I’ve got 19 years experience in a trauma center, and it can hit me as hard as anyone. You just never know.”

Younger echoed Jones’ statements. “Two years ago when the concept of CISM made it into CAP’s mainstream, I kind of ridiculed the idea. I felt like, if you can’t stand the heat of a mission, get out of the kitchen,” he said. “Those feelings and statements were made out of my ignorance. Now, I know the difference. CISM is critical; it is a necessity for CAP missions. CAP is made up of regular people who walk away from their regular lives to work on missions that are difficult and stressful. Then they have to go back. They need CISM to help them with that transition. In my after action report, I included that I had become fully convinced that CISM participation in missions is crucial and should be coordinated as early as possible.” ▲

“CISM after Katrina gave us the opportunity to make sure our members had the chance to decompress and to prepare for returning to their families and normal lives.”

**Armed forces
officers
applaud
hurricane
relief**

CAP earns . *praise* from above

When more than 200 members of the Civil Air Patrol converged in Mississippi, the Air Force auxiliary quickly won rave reviews from leaders of state, federal and military agencies.

"CAP's been a big part of the response down here," said Air Force Reserve Col. Keith Morlock, who served in Mississippi as an emergency preparedness liaison officer coordinating CAP relief. "They stepped up rapidly to offer flights when we needed some damage assessment done right after the hurricane hit. They also made some critical medical airlift flights into New Orleans to bring in some vaccines and medical supplies that were in short supply there," he said.



Air Force Reserve
Col. Keith Morlock

"Their biggest contribution (was) a large ground search of the southern Mississippi counties, essentially going door-to-door and following up on leads the emergency operations center received about missing people and people with special medical needs.

In many cases, the CAP ground teams were the first government officials victims saw, and the CAP teams were able to get help to many people in need.

"It's a fantastic asset for the country to have an organization like CAP. Essentially this search that was done in southern Mississippi with several CAP ground teams cost the government almost nothing," he said.

Army Chief Warrant Officer Three Jeffrey J. Braunhausen, whose role in the disaster relief effort involved tracking all Title-10 aviation assets operating in Mississippi, said he was impressed with CAP's efficiency and cost-effectiveness.

"(CAP has been) absolutely outstanding ... (These



Army Chief Warrant
Officer Three Jeffrey J.
Braunhausen

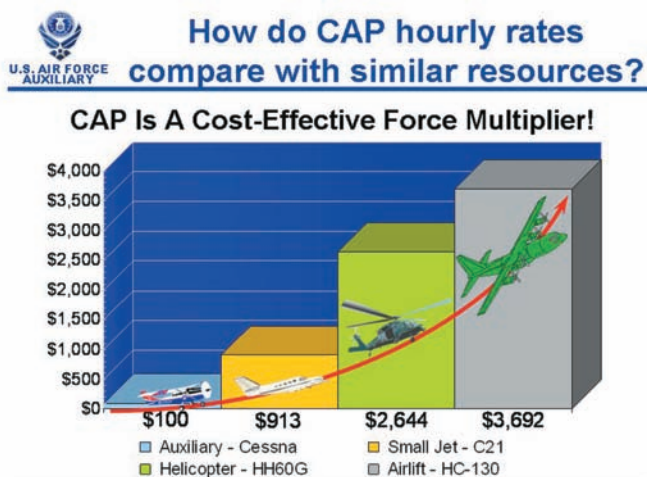
are) Grade-A people and the response time was incredible. Once we got some funds into the system to where we can start tasking CAP, the missions happened almost instantly," he said.

"We've had several instances where we had to get tetanus vaccines into New Orleans and cancer patients evacuated immediately, and CAP was right on it. I mean it's almost a real-time effort

in which we can just make some phone calls and we can have aircraft coordinated.

"(Plus), the expenditures are so cheap. It's an asset we can use and spend a lot less than flying a Pave Hawk or a Blackhawk helicopter," he said.

"I had the opportunity to work with CAP for hurricanes Charley, Frances, Ivan and Jeanne last year," he said. "Your guys were superb down there. I truly believe many lives were saved because of CAP's involvement." ▲



Air Force *AIM Points* hit the mark

"Airmen couldn't perform their duties in the Gulf Coast without CAP support."

—Air Force *AIM Points*, Sept. 20 issue

Civil Air Patrol has earned wide recognition for the humanitarian role it played in the aftermath of four hurricanes that struck the Southeast United States beginning in late August and ending in October.

In fact, following Katrina's arrival, the U.S. Air Force's *AIM Points*, a product of the Office of the Secretary of the Air Force, applauded CAP "volunteers from throughout the United States (who) have answered the call to help."

The Sept. 20 issue of the online publication summarized CAP's efforts:

"CAP members have conducted numerous Air Force-assigned missions to support federal agencies. They have flown 389 sorties ranging from search and rescue to imaging of key infrastructure to transport of key personnel; conducted 102 ground missions surveying 3,300 houses; and stood up command and control facilities throughout the area of operations.

"CAP members use state of the art technology to accomplish their missions. Recently, CAP members used their newly fielded hyperspectral imaging (HSI) system to conduct surveys of the Mississippi River for the Army Corps of Engineers. The images gathered will provide a wealth of information for the corps and hopefully speed recovery efforts.

"The CAP provided and will continue to provide for the United States and the Air Force unique, cost-effective capabilities and is a true force multiplier."

In its "Senior Leaders Are Saying" section of the issue,

AIM Points concluded with these remarks:

"The CAP continues to actively engage in Katrina relief operations, providing the Total Air Force state-of-the-art information about key infrastructure. Having already flown nearly 400 missions, CAP members ensure the security of civilians and their homes in the affected areas of the Gulf Coast. It is a force multiplier for the Total Air Force. Airmen couldn't perform their duties in the Gulf Coast without CAP support."

In the Sept. 21 issue of *AIM Points*, the publication congratulated senior Air Force emergency preparedness liaison officers for their disaster relief efforts and CAP again was cited for its participation in hurricane recovery.

"EPLOs approved each of the CAP's missions, which have flown hundreds of sorties, including the identification of a new levee breach in New Orleans," *AIM Points* stated.

Also, the Sept. 26 issue stated:

"In response to Hurricane Rita, the Air Force has flown 82 missions supporting evacuation, relief and recovery operations. ... Additionally, Air Force search and rescue crews began combing the Gulf Coast Sept. 24, and the Air Force's auxiliary volunteer force continues to assist in aerial damage assessment.

"... Members of the CAP have flown 42 missions supporting Hurricane Rita aerial damage assessment, as well as search and rescue. (In addition,) the CAP is staging 12 aircraft and 20 aircrews out of Dallas Mission Base in Addison, Texas, and from Stinson Field near San Antonio." ▲

Civil Air Patrol Reenacts World War II

Candydrop



Top: A Mississippi Wing aircraft drops chocolate-coated cookies tied to parachutes.

Above: Retired Air Force Col. Gail Halvorsen watches as the Civil Air Patrol reenacts his "Operation Little Vittles."

Members of Civil Air Patrol's Mississippi Wing reenacted retired Air Force Col. Gail Halvorsen's "Operation Little Vittles" on Oct. 31 in Waveland, Miss. — and a news crew with ABC-TV's *Good Morning America* was there to cover the story live.

The event took place at Bay-Waveland Elementary School, the state's last remaining tent school set up after Hurricane Katrina devastated the Gulf Coast area on Aug. 31.

During the reenactment, a Mississippi Wing aircraft flew over a football field next to the school and dropped chocolate-coated cookies tied to parachutes from an elevation of about 1,000 feet to more than 100 children waiting anxiously below on the field's sidelines. In addition, the children had a chance to meet Halvorsen, who flew from his home in Utah to Mississippi to take part in this special event.

Halvorsen was a C-54 Skymaster pilot in Germany during the Berlin Airlift. He began dropping candy tied to parachutes to children he befriended near Germany's Tempelhof Airdrome in 1948. As the crowds of children near the airdrome grew and their safety became a concern, Halvorsen started dropping candy throughout the city of Berlin to children spotted on the ground. By February 1949, the colonel and his squadron mates had dropped more than 250,000 candy parachutes during what became known in U.S. military history as "Operation Little Vittles."

During the war, Col. Gail Halvorsen and his squadron mates dropped more than 250,000 candy parachutes during Operation Little Vittles

After the Bay-Waveland drop, the aircraft flew to Reeves Elementary School in Long Beach, Miss., and made another candy drop into a large open field next to the school where more than 400 students were waiting below.

The reenactment was organized by the Long Grove Confectionery Co. in Buffalo Grove, Ill., and Sleeping Bear Press in Farmington Hills, Mich. After reading the children's book *Mercedes and the Chocolate Pilot* published by Sleeping Bear Press, John Mangel, Long Grove's owner, couldn't resist collaborating with the publisher, author Margot Theis Raven and Col. Halvorsen to offer Halloween treats to Gulf Coast children who

no longer had neighborhoods for trick or treating.

Mercedes and the Chocolate Pilot is the story of a 7-year-old girl named Mercedes who lived in West Berlin during the airlift and her friendship with an American lieutenant who came to be known as the "Chocolate Pilot."

A hero for today's generation, Halvorsen lives outside Salt Lake City, Utah. After World War II, he continued to make candy drops to children all over the world, including refugee camps in Bosnia and Kosovo.

Two fifth-grade classes from Fairview Elementary School in Mount Prospect, Ill., created the parachutes and attached the candy for the drop. ▲

Chocolate-coated cookies tied to parachutes were dropped to more than 100 children in Mississippi who no longer had neighborhoods for trick-or-treating.



CAP History... *for the 21st Century*

by Drew Steketee



Memory of World War II is fading fast, but Civil Air Patrol's heroism then — and since — is now reflected in a unique new “online museum” at www.caphistory.org.

The Museum of the Civil Air Patrol on the Web spans from World War II Coastal Patrol to today's Air Force auxiliary. World War II heroism (costing at least 59 CAP lives, including 26 lost at sea) is illuminated in many period photos shot by the “CAP subchasers” themselves.

A CAP Today Gallery updates the story, including photos from the first fixed-wing mission over the World Trade Center tragedy on Sept. 11. An Art and Media Gallery documents America's “flying minutemen” in popular culture. An Aircraft Gallery covers CAP flying from World War II to present. A Museum Store allows visitors to make a tax-deductible donation and receive a gift of CAP memorabilia by mail.

Elsewhere, the museum highlights CAP's cadet programs and post-war missions. Included is the National Track Analysis Program,

the first program to use FAA radar recordings to retrace the path of lost aircraft — the innovation of a California Wing officer.

CAP's Historical Foundation

The museum is the latest effort of the CAP Historical Foundation to preserve and promote CAP's heritage. The IRS-sanctioned nonprofit educational foundation (CAP's official historical organization) is the pro bono work of Drew Steketee, an aviation public relations executive and former CAP cadet.

Since 1997, the CAPHF has recovered valuable photography and a museum full of artifacts, lectured at wing and region conferences, encouraged restoration and display of historic CAP aircraft, helped boost CAP's public and media image and more — some 20 projects in all. For instance, the foundation pioneered CAP's now-annual aircraft display at the Experimental Aircraft Association's Airventure in Oshkosh, Wis.

Saving History for CAP's Future

Many World War II photos in the Web museum were collected for CAP by the late Col. Lester Hopper, a former national historian. Once stored in a backyard shed in Algiers, La., this and more of Hopper's work for CAP might have been lost to Hurricane Katrina but for CAPHF. “Much of CAP history today is in the hands of collectors or stored in members' homes,” Steketee noted. “CAPHF preserves a core collection for CAP in professional, fire-safe archival storage.”

CAPHF has provided educational materials, information and assistance to nearly a thousand CAP members, veterans, historical interests and friends of CAP. Its work is funded through tax-deductible donations, always rewarded with a selection from CAPHF educational memorabilia, including a video, DVD or history book on World War II CAP; a reproduction CAP recruiting poster; or a CAP Coastal Patrol-based jacket patch. ▲

**To help as a museum patron or CAP Historical Foundation donor,
visit www.caphistory.org. For more information,
contact Drew Steketee at info@caphistory.org.**

National Staff College

61 CAP members take it to the next level.

Civil Air Patrol can't boast of having a top-gun school for its pilots, but there is a school of similar importance to members of the Air Force's auxiliary. In fact, if the significance of the training could be captured in an image, you might envision the Gateway Arch in St. Louis.

If a senior member ever wishes to lead at the highest levels of CAP, the National Staff College — a preeminent gateway for future wing, region and national commanders — helps provide the necessary skills. Ambition, plus a sincere desire to learn, brought 61 CAP majors, lieutenant colonels and colonels to Maxwell Air Force Base, Ala. in October.

Though the dedicated CAP volunteers picked up the bill for attending the training, the commitment paid off for attendees like Maj. Del Hampton, a Colorado Wing chaplain who said there was real pleasure in learning more about CAP.

"I decided when I came in I wanted to take advantage of all the training available," Hampton said.

"To me, one of the greatest (aspects) was our individual team seminars. At the local level, we just don't get much of this information, but we got a whole lot (here) about the inner workings of CAP," an elated Hampton said.

Hampton and his classmates spent a week studying a variety of subjects and hearing several informative lectures on leadership.

Through assigned readings, lectures and seminars, the



Col. Moe Thomas, National Headquarters

students studied the relationship of ethics to leadership, successful media relations, accountability and public trust issues and the structure of CAP, including its ties to CAP-U.S. Air Force and the military.

Professional speakers like Dr. James Toner from Air War College and Dr. Johnnie Cain, an organizational psychologist and behaviorist, augmented student understanding and provided specific guidelines for success as leaders.

CAP leaders who have achieved Level V training provided insight as well. In fact, one of the most entertaining and effective speakers was Col. Larry Myrick, a former California Wing commander and currently the Pacific Region's emergency services officer. Myrick provided the future leaders with a specific recipe for success. "You must be visible, control rumors, listen well and be consistent, honest and credible," he said.

"If your people think you're consistent and you're trustworthy, honorable and credible, your people will follow you anywhere," he said.

The speech really struck a chord with Lt. Col. Pat Devlin of the Delaware Wing. A private pilot, Devlin has served as a group administration officer and group commander in the Pennsylvania Wing, at one time leading 21 squadrons responsible for seven CAP aircraft. Now, with the staff college under her belt, she's prepared to go even further.

"For me, it was about getting more training. I go to every course CAP offers, and I'll keep going to courses.

Left, members try their hand at the “minefield” during team leadership field exercises, which examine members’ leadership styles expressed during team competition.

No matter what the course is, there’s always something you can take away from it,” she said.

The NSC class concluded its week of study with a graduation ceremony at Maxwell’s Air War College. There, among several VIPs who arrived to honor the graduates, was CAP National Commander Maj. Gen. Antonio J. Pineda, an NSC graduate who is proof of the level of responsibility NSC attendees can attain. Pineda said as much in his keynote address.

“I’m going to keep you all in mind now that you have achieved this because I’ll be honest with you. When I’m looking for wing commanders and when I’m looking for region commanders, I always look at the training they have received. The National Staff College is one of them,” he said.

The graduation also was attended by retired Air Force Lt. Gen. Nick Kehoe, chairman of CAP’s Board of Governors; CAP-U.S. Air Force Commander Col. Russell Hodgkins, who spoke to attendees during the week about his role and goals as commander; CAP Executive Director Don Rowland; and Chief of CAP Chaplain Services Col. Charles Sharp.

Rowland expressed appreciation to the graduates for their dedication to CAP as evidenced by their enrollment in the course.

“I think they’ve all enjoyed it – they’ve certainly expressed that to us – and I hope they’ll be able to carry back their experience to their units and spread the word about CAP’s great professional development program,” he said.

A short while later, one thing became clear. When the senior members capped off their graduation with a resounding “Hurrah!” inside the Air War College auditorium, the call was certain to be the first of many for these CAP leaders on the move. ▲



From left, Maj. Raphael Ospina, New Jersey Wing; Lt. Col. Scott Trepinski, Texas Wing; Maj. Darren Kasai, California Wing; and Lt. Col. Charles Sersun, Middle East Region, discuss their plan of attack for the team leadership field exercises.



Chaplain (Lt. Col.) Ray Twa, Texas Wing, a seminar adviser, swaps ideas with Maj. Christine St. Onge, Pennsylvania Wing, during National Staff College.

Start the New Year With a Special CAP Gift!



Donate today
to the Civil Air Patrol Foundation and help others gain the rewards and educational opportunities that only CAP can provide. Your entire donation will go directly to the area you designate.

As a thank you for your support, donations of \$25 or more will be listed on the CAP national Web site registry.

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For more information about the many opportunities to make a real difference in the lives of others, e-mail us at capdonations@cap.gov or call Sharon Taylor at (334) 953-3711.

Gifts to CAP, a 501(c)(3), are tax deductible to the full extent of the law.

Preparing for an IG visit

by Col. Sheila Waldorf

The old saying, “prior preparation prevents poor performance” is so true when it comes to preparing for a unit staff assistance visit, subordinate unit inspection or compliance inspection. Whether you are new to the assessment process or a seasoned veteran, please consider the following five steps to making the inspection process easier for you and your fellow members:

1. PLAN THE VISIT

Usually you will be given the opportunity to set the date for the visit or inspection. While wing CIs are scheduled more than a year in advance, unit SAVs or SUIs are scheduled closer to the actual date and have more flexibility. As a unit, decide what date is best for you. Remember, you want the best participation rate possible when your unit is visited. Look at the calendar and consider what may be happening in your community on a particular weekend or day. Consider holidays, school events and other CAP or community activities. Also consider work schedules and possible family commitments of the unit's members. Make your commander aware of which date(s) are best for you. Then confirm that date with the leader of the visiting team. When a date is agreed upon, make sure it appears in the unit's newsletter and Web site calendar and on the unit bulletin board. Every member of the unit needs to know about the visit or inspection as far in advance as possible.

2. PREPARE FOR THE VISIT

Go to the CAP Web site and print off the checklists that will be used for the visit.

- Go to www.cap.gov;
- Select MEMBERS at the top;
- Select INSPECTOR GENERAL link on the left side of the page;
- Scroll to the bottom of the page IG Home page and select the INSPECTIONS link;
- Scroll to the bottom of the inspections page and select inspection guide you need.

Every staff member needs to have the appropriate checklist well in advance. Depending on how frequently your unit meets, you may need to set a definite schedule for getting everything prepared, possibly starting several months prior to the visit or inspection.

3. PROVIDE DOCUMENTATION

When you say you do something, plan to share the report, form or documentation indicating you do it in a timely manner with the inspector. This verifies performance. Remember to include copies of minutes of the unit's various boards and committees.

4. PRACTICE

Another old saying is “practice makes perfect,” and it certainly applies to any assessment. Most everyone becomes apprehensive when faced with an evaluation; however, the more you do these activities, the more comfortable with the process you will become. Remember, SAVs, SUIs and CIs are there to determine how well the different functional areas are being performed and do not evaluate the person doing the job. Also, if you know you have a problem area within your activity, the team member may have been to another unit that had the same problem and found a solution. Don't be afraid to ask for input from the team member during your interview.

Take the time to go through the checklist with your supervisor or a fellow officer. Many times that person will indicate something else that needs to be added. Many commanders also find this practice is helpful to ensure the staff member is prepared for the visit.

5. POINT OUT BEST PRACTICES

Lastly, tell the inspector what procedures you use in your functional area you believe to be a time-saver or have found to make your job easier. Remember to tell what is happening in your program or area that is beneficial to the members in your unit. Share your good ideas, methods and practices. One of your “best practices” can be using the five steps listed in this article to plan for your next visit or inspection.

Questions?

If you have questions about the five-step process or any other assessment program questions, contact your wing or region inspector general or Gerry Rosenzweig at National Headquarters at grosenzweig@cap.gov or call (334) 953-1922.

Civil Air Patrol wishes to resolve all complaints and grievances in a fair and impartial manner. If you believe you have a complaint, consult CAP Regulation 123-2 and make every effort to resolve the issue at the lowest appropriate level. Questions and/or problems may be brought to any of the following:

CAP Inspector General (CAP/IG)

Col. William S. Charles II
629 Fledermouse, Novi, MI 48374
Telephone: (248) 380-0176
E-mail address: wcharles@cap.gov

Assistant CAP IG-Complaints Program (CAP/IGQ)

Col. Richard A. Probst
P. O. Box 122, West Rutland, VT 05777-0122
Telephone: (802) 786-0721
E-mail address: probstvt@adelphia.net

Northeast Region Inspector General (NER/IG)

Lt. Col. Peter J. Koch
65-38 Parsons Blvd., Apt. 3-B, Fresh Meadows, NY 11365
Telephone: (718) 591-5934
E-mail address: pkoch@ner.cap.gov

Middle East Region Inspector General (MER/IG)

Col. Charles X. Suraci Jr.
9817 LaDuke Drive, Kensington, MD 20895-3156
Telephone: (301) 585-0081
E-mail address: cxsrjacap@mymailstation.com

Great Lakes Region Inspector General (GLR/IG)

Lt. Col. Kenneth Dixon
3866 N. Ottawa St., Chicago, IL 60634
Telephone: (773) 589-0559
E-mail address: dix40@aol.com

Southeast Region Inspector General (SER/IG)

Lt. Col. Valerie M. Brown
2299 Osceola Forest Court, Switzerland, FL 32259-8308
Telephone: (904) 230-2262
E-mail address: valeriecap@comcast.net

North Central Region Inspector General (NCR/IG)

Col. Ralph W. Rissmiller
2513 N. Landon St., Wichita, KS 67205-2037
Telephone: (316) 722-5953
E-mail address: rrissmil@aol.com

Southwest Region Inspector General (SWR/IG)

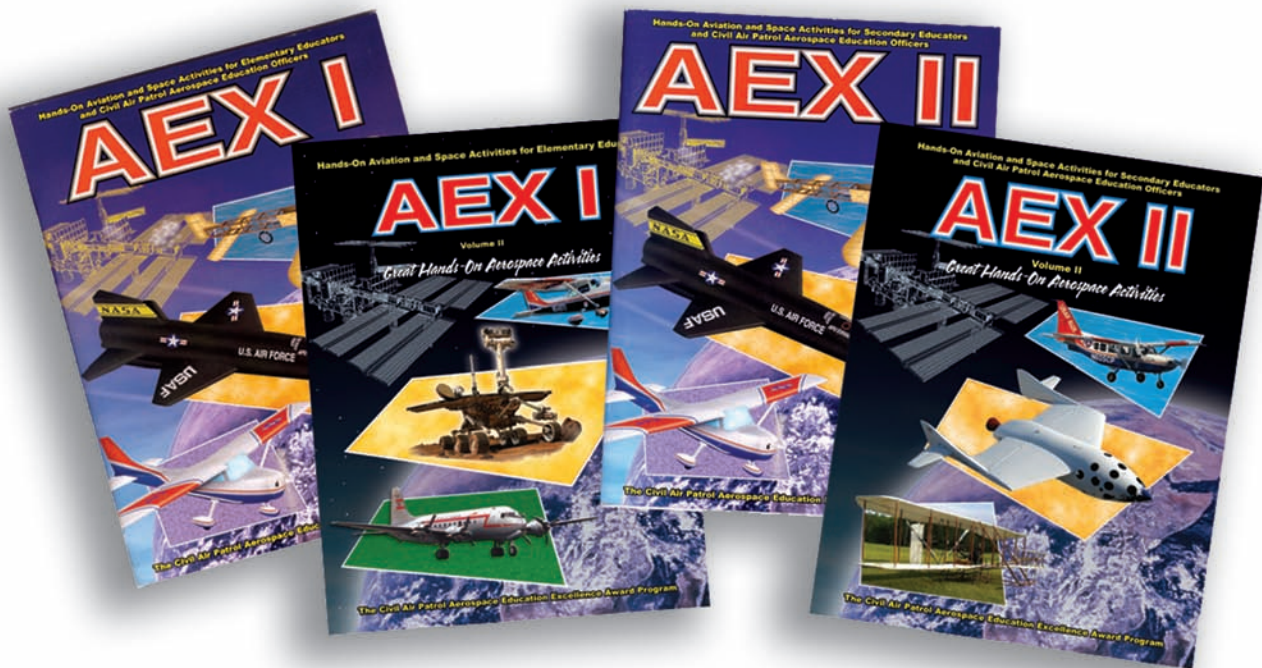
Lt. Col. Chad Bray
6712 Stony Hill Road, McKinney, TX 75070-5027
Telephone: (972) 548-8530
E-mail address: chad.bray@comcast.net

Rocky Mountain Region Inspector General (RMR/IG)

Col. Lynda C. Robinson
2314 Bryan Ave., Salt Lake City, UT 84108
Telephone: (801) 582-3777
E-mail address: lrobinson@cap.gov

Pacific Region Inspector General (PACR/IG)

Lt. Col. Raymond (Ray) N. Lantz
P.O. Box 583, Vaughn, WA 98394-0583
Telephone: (253) 884-4939
E-mail address: pacregionig@earthlink.net



AE's New Teaching Tools

Simply Superb!

Resources are flowing from Civil Air Patrol's Aerospace Education Program faster than, well, a space ship! From out-of-this-world computer software and national standards-based lesson plans to an educational activity book and a CD on CAP's founders, educators nationwide are being empowered with some impressive tools of the AE trade.

Satellite Tool Kit

In October, CAP received 1,000 copies of STK 6.2, the newest version of Analytical Graphics Inc.'s Satellite Tool Kit. CAP Aerospace Education Program Manager Jeff Montgomery said the software will soon be distributed to all CAP cadet and composite squadrons.

Montgomery praised the partnership with Analytical Graphics and encouraged cadets to use STK. "This is a wonderful piece of software that can teach the cadets a great deal about space, satellites and orbital mechanics," he said.

Lesson plans created by Col. Drew Alexa and Lt. Col. Mike McNeely are available at the Advanced Technologies section of CAP's Web site. Go to http://atg.cap.gov/ATGMain.cfm?fuseaction=STK_LessonPlans to launch cadets on satellite adventures they'll never forget.

National standards-based lessons

While cadets and senior members can almost literally go to space with STK, the aerospace education staff has developed new activities for AE members participating in the Aerospace Education Excellence Program. The national standards-based lessons in *AEX I, Vol. 2* are sure to pique the interest of students and inspire them to achieve scientific greatness.

Do you know any students who wouldn't enjoy building a hovercraft, constructing air rockets or building and dropping parachutes? These lessons teach students about technology in space, such as the International Space Station, while also infusing learners with



“It can be for young children, if you’re looking at 1-2-3 connect the dots, or older kids can learn about the different airplanes by reading the descriptions,” said Aerospace Education Program Manager Judy Stone.

“You could even fit it into history lessons, so it can be used across the curriculum,” she said.

medical knowledge about the effects of space flight on astronauts’ bodies.

Educators will delight in lessons that call for an inquiry-based approach to scientific knowledge.

In addition, CAP has developed the International Space Station Thematic Unit, which contains national standards-based, cross-curricula lesson plans that can be readily used by instructors.

It contains 20 thorough lessons which educate students about the space station through activities that teach geography, poetry and other subjects such as language arts, math, science and computer technology. The unit includes graphs students can fill in, evaluation strategies and a unit test.

Dot-to-Dot activities

CAP’s Aerospace Education Program takes great pride in its STK, AEX and ISS educational tools. But, there are fun ways to get even younger children interested in aerospace education and aviation.

This sentiment-inspired “Air and Space Vehicles Dot to Dot,” an updated educational collection of dot-to-dots of military jets, commercial planes, the space shuttle and other spaceships.

This workbook is ideal for very young children learning to count and draw, but older children also can benefit. Each dot-to-dot includes a thorough description of the aircraft or spacecraft.

About our founders

CAP’s Aerospace Education Program respects the reality that aviation instruction could hardly occur without the founders who built the aviation and aerospace industries and helped them flourish.

It’s precisely this realization that inspired The CAP National Awards and Achievements booklet. Largely a product of Lt. Col. Amanda B. Anderson’s efforts, with great support from the Brewer family, the booklet teaches members about the individuals for whom achievements and awards in cadet and senior programs are named.

The document was put on CD and recently distributed in an all-unit mail out. It also appears on the Aerospace Education Web site at http://level2.cap.gov/documents/CAP_Awards_and_Achievements_2.pdf.

Web sites

The aerospace education staff encourages cadets and senior members to take advantage of all resources and programs.

For more information on opportunities CAP aerospace education offers, as well as specific educational resources for elementary, middle school or high school students, go to www.cap.gov/ae.

Enjoy your trip into the wild blue yonder and beyond with CAP’s Aerospace Education Program! ▲

New commanders selected in region, wings



Col. Russell Chazell



Col. David Belcher



Col. Robert Bost



Col. Ernest Bourgeois



Col. Carl Brown

the Civil Air Patrol named one new region commander, nine wing commanders and one interim wing commander in October 2005.

Col. Russell Chazell became Rocky Mountain Region commander on Oct. 8. The new wing commanders are Col. David Belcher, Massachusetts Wing; Col. Robert Bost, Utah Wing; Col. Ernest Bourgeois, Arizona Wing; Col. Carl Brown, Alaska Wing; Col. Augustine Comella, Rhode Island Wing; Col. Joseph Jensen, Arkansas Wing; Col. Daniel Levitch, Florida Wing; Col. Rodney Moore, West Virginia Wing; and Col. Robert Townsend, South Carolina Wing. Lt. Col. Mike Beason, South Dakota Wing, is interim commander.

Chazell is an attorney who joined CAP in 1978 as a cadet. The former Utah Wing commander and CAP legal officer works in a sales position, which allows him flexibility to perform his duties as region commander.

Belcher has been a member of CAP for 24 years. He worked his way up from pilot to standards and evaluation officer. At the same time, he moved up in mission management to become an incident commander. Belcher has also served as wing chief of staff, vice commander and inspector general during his tenure in CAP. He stepped into the wing commander's position from an assignment as director of safety for the Northeast Region. As a civilian, Belcher is the marketing manager for Coto Technology.

Bost replaced Chazell as Utah Wing commander. He joined CAP in 2002, shortly after retiring from 24 years of active duty in the Air Force. Before becoming commander, Bost served as deputy commander and as wing supply and logistics officer of the Golden Spike Squadron. While in the latter position, Bost updated training of supply representatives and completed an inventory of all wing equipment. He works at Hill Air Force Base as a provisioning specialist.

Bourgeois, Arizona's Wing commander, has been a mission pilot since he joined CAP in 1989. He has belonged to units in Arizona, California and Hawaii and has served as a squadron commander twice in Arizona and once in California. He flew U.S. Customs and Drug Enforcement Agency missions in Hawaii. Bourgeois was also a group commander in Arizona and Arizona Wing chief of staff for 2 1/2 years. He retired in 1985 as a division analyst for Chevron USA after 25 years in marketing.

Brown has been a member of CAP since 1991. He has served as wing vice commander, wing chief of staff and commander of the 17th Composite Squadron at Elmendorf Air Force Base, Alaska. He is employed by Dimond Medical Center in Anchorage, Alaska.

Comella joined CAP in May 1998. He was a C-130 aircrew member in the Air Force and the Air National Guard. He retired as a police chief in Cranston, R.I.,



Col. Augustine
Comella



Col. Joseph Jensen



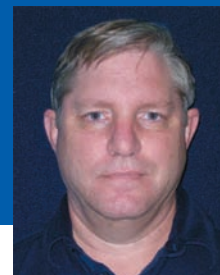
Col. Daniel Levitch



Col. Rodney Moore



Col. Robert
Townsend



Lt. Col. Mike Beason

after 31 years on the force. In CAP, Comella was one of the first pilots to land in New York on Sept. 11, 2001, to deliver a plane-load of blood. He also helped the Rhode Island Wing reorganize during the past five years.

Jensen was a cadet from 1973 to 1979, and he rejoined the organization as a senior member in 1995. He is a mission pilot and incident commander who served as vice commander of the Arkansas Wing prior to his appointment as wing commander. Jensen is an associate professor of surgery and director of surgical education at the University of Arkansas for Medical Sciences in Little Rock.

Levitch joined CAP for the first time in 1967 as a cadet. He has held most positions as a cadet and as a senior member, including wing cadet advisory council chairman, group commander, Florida Wing chief-of-staff and, now, Florida Wing commander. He was deputy cadet commander of the First Southeast Region Encampment. As director of cadets at the First Florida Wing Winter Encampment, he had 227 cadets fly orientation flights in one day. Levitch said after all these years of working with people, he now has the opportunity to work with members of the Florida Wing to make it better. He is a manager with BellSouth Telecommunications.

Moore will celebrate his 38th anniversary as a CAP member in February. He started out as a cadet at 14 years of age, and he worked his way up the ranks. When he was commander of the Clarksburg Composite Squadron, the squadron received several awards, including West Virginia Wing Squadron of the Year 2001 and 2004, the West Virginia Wing Air Support Award in 2000 and 2004 and the Ground Support Award in 2000. Moore also received the Gill Robb Wilson Exceptional Service Commander's Commendation and

the West Virginia Wing Check Pilot of the Year awards. He is employed by the U.S. Department of the Interior's Office of Surface Mining.

Townsend joined CAP in 1964, starting with the Coastal Charleston Squadron when he was 26 years old. He credits his success in CAP to the teamwork and talented people of the South Carolina Wing and Middle East Region. Townsend retired from the Air Force Reserve after 33 years as a logistics officer. He also worked for 20 years as a television reporter and anchor.

Beason joined CAP in 1995, a year after retiring as a pilot in the U.S. Air Force. In CAP, he has served as a squadron commander, as wing director of operations for four years and as one of six incident commanders in South Dakota. Beason is a corporate pilot and head of the inventory department for a jewelry company. ▲

Wright Brothers'



Civil Air Patrol salutes the Wright brothers on the 102nd anniversary of their first flight on Dec. 17, 1903. That flight was one large step in the fields of aviation and aerospace education.

2006 National Cadet Special Activities



Reference Chart

ACTIVITY	LOCATION	DATES	FEES
Advanced Technologies Academy	Peterson AFB, Colo.	July 22-29	\$350
	Oshkosh, Wis.	Aug. 6-13	\$350
Aerospace Education Academy	Oshkosh, Wis.	July 9-16	\$260
Aircraft Manufacturing & Maintenance Academy	Independence, Kan.	June 11-18	\$260
Airline Careers Exploration	Denver	Aug. 13-19	\$225
Air Education & Training Command Familiarization Course	Columbus AFB, Miss.	July 8-15	\$225
	Columbus AFB, Miss.	July 15-22	\$225
	Laughlin AFB, Texas	June 18-24	\$135
Air Force Pararescue Orientation Course (Basic)	Kirtland AFB, N.M.	June 23-30	\$150
Air Force Space Command Familiarization Course	Patrick AFB, Fla.	July 29-Aug. 5	\$150
	Peterson AFB, Colo.	July 16-22	\$150
	Vandenberg AFB, Calif.	July 9-15	\$150
Air Force Weather Agency Familiarization Course (Basic)	Offut AFB, Neb.	June 17-24	\$160
Air Force Weather Agency Familiarization Course (Advanced)	Offut AFB, Neb.	June 17-24	\$160
Cadet Officer School	Maxwell AFB, Ala.	June 19-29	\$200
Civic Leadership Academy*	Washington D.C.	Feb. 25- Mar 4	\$275
Engineering Technologies Academy	Auburn, Ala.	July 15-22	\$200
	Dayton, Ohio	July 8-15	\$200
Hawk Mountain Search and Rescue School**	Hamburg, Pa.	July 8-16	\$125
Honor Guard Academy	Westminster, Md.	July 9-22	\$550 (new) \$500 (return)
International Air Cadet Exchange	Worldwide	July 15-Aug. 2	\$200
National Blue Beret	Oshkosh, Wis.	July 18-31	\$195
National Flight Academies – Glider Track			
NFA-G	Georgia	July 12-22	\$850
NFA-G	Illinois	June 16-24	\$850
NFA-G	California	TBD	\$850
National Flight Academies – Power Track			
NFA-P	Nebraska	June 15-29	\$850
NFA-P	Oklahoma	July 21-30	\$850
NFA-P	Virginia	July 9-16	\$850
NFA-P #1	Wisconsin	June 10-19	\$850
NFA-P #2	Wisconsin	June 24- July 3	\$850
National Emergency Services Academy	Camp Atterbury, Ind.		
National Ground Search and Rescue Team Leader Course		July 30-Aug. 5	\$155
National Ground Search and Rescue School (Basic 1)		July 23-29	\$155
National Ground Search and Rescue School (Basic 2)		July 30-Aug. 5	\$155
National Ground Search and Rescue School (Advanced 1)		July 23-29	\$155
National Ground Search and Rescue School (Advanced 2)		July 30-Aug. 5	\$155
Mission Base Staff School (Basic)		July 23-29	\$155
Mission Base Staff School (Advanced)		July 30-Aug. 5	\$155
Mission Aircrew School		July 29-Aug. 5	\$155
National Emergency Services Academy Staff		TBD	\$45

*There are special application procedures for this activity; see "2006 National Cadet Special Activities" for details

** Send Hawk Mountain applications directly to Hawk Mountain; more information is available at <http://pawg.cap.gov/hawk>

Other Special Activities

Aviation Challenge

www.spacecamp.com or
800-63-SPACE

Experimental Aircraft Association Air Academy

www.Eaa.org

Space Camp

www.spacecamp.com or
800-63-SPACE



NCSA updates will be posted continually on the cadet program's
Web site at www.cap.gov/ncsa

Great Lakes

Nation's First Aviation High School Is CAP Member

MILWAUKEE — The Milwaukee Academy of Aviation, Science and Technology, the first aviation high school in the Midwest, opened this fall. The school is a member of CAP, and all staff are CAP and aerospace education program members. The Making Aerospace Real for Students program is integrated into the curriculum, and all ninth-grade students are using *Aerospace: The Journey to Flight* as the textbook for their aerospace technology class.

MAAST is a small, comprehensive high school designed to prepare students for higher education and sustainable employment, with a strong academic curriculum in mathematics, science, technology and aviation.



Photo by Marty Payne

Students pose in front of an experimental airplane donated by the Experimental Aircraft Association.

The high point of the celebration was the unveiling of the school's new experimental airplane donated by the Experimental Aircraft Association in Oshkosh, Wis., a MAAST partner. The airplane was unveiled by several students and members of the Tuskegee Airmen, who signed the plane in permanent ink. >

Rocky Mountain

CAP Boy Scouts Plan Mission to Mars

MONTANA — Nine Boy Scouts with the Black Otter District Troop 17 in Shepherd, Mon., and Cadet James V. Cracraft with the Beartooth Composite Squadron planned a scientific mission to Mars using a combination of Arizona State University's Mars Bound Program and CAP's Aerospace Education Excellence program.

The Mars Bound Program is a type of board game in which participants go through the process of planning a robotic exploration mission to Mars. The participants have a \$250 million budget they cannot exceed, and real-world circumstances such as budget cuts, cost overruns, technology spin-offs and equipment failures.

Each of the nine Boy Scouts earned the Boy Scout's Space Exploration Merit Badge, and Cracraft completed the requirements for Phase I of CAP's Model Rocketry Program.

Instructors for this program were CAP aerospace education officers 2nd Lts. Margaret Schmidt and Jeremiah Goll, Maj. Steven C. Heffel of the Beartooth Squadron and Gary Frasier with the Big Sky Rocketry Association, the local chapter of the Tripoli Rocketry Association. >> Maj. Steven C. Heffel

Middle East

Maryland Wing Unveils New Web site

MARYLAND — The Maryland Wing has launched a new Web site at <http://mdcap.org/>.

"The previous Web site had been in operation since 1997, making it long overdue for a redesign," said Maj. Christian Ready of Westminster, Md., the wing's information technology officer, who designed and developed the site. "At the same time, new applications were needed to make the site an effective resource for members of the Maryland Wing and the public at large."

Ready explained that because CAP is the official auxiliary of the U.S. Air Force, the site was designed to be visually connected to the Air Force's Web site, but to have a distinctly Maryland Wing identity and character.

"I am constantly impressed by the professionalism of our volunteers at all levels. Whether it is fulfilling a challenging Chesapeake Bay flight schedule, supporting

North Central



Scott Lawson, president of Lawson Mechanical Service Co. of Windsor, Mo., presents Col. Joe Casler, former Missouri Wing commander, the keys to a search and rescue vehicle. On hand for the occasion was Sedalia Cadet Squadron Commander Capt. James Stetzenbach.

Search and Rescue Vehicle Donated

MISSOURI — The Sedalia Cadet Squadron has taken possession of a unique search and rescue vehicle.

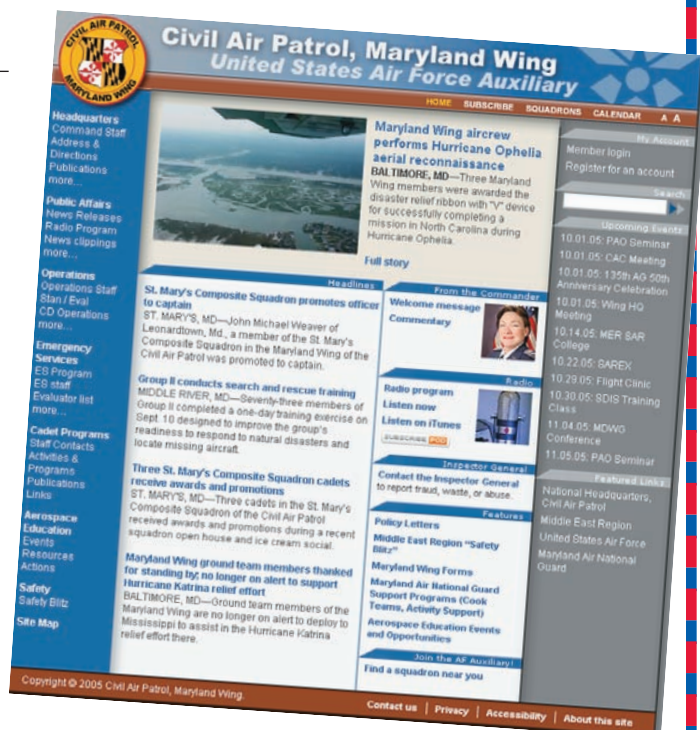
The vehicle was purchased and upgraded by Lawson Mechanical Service Co. to serve as a multi-mission platform for the squadron. Most items in the power train were rebuilt or inspected, and CAP radios and antennas were installed to provide communications capability for the squadron. Changes to the light bars and added lettering were also included in the donation.

The Sedalia squadron has used the vehicle on loan for three years as improvements were made. The vehicle was deployed recently to Mississippi in support of disaster relief for Hurricane Katrina. >> Capt. James Stetzenbach

the Maryland Air National Guard or solving problems at the unit level, people are getting things done and the new site has to reflect that. ... It has to be that good," she said.

There are several new features on the site, including *Civil Air Patrol Today*, the wing's syndicated radio program; news releases available as a syndicated Really Simple Syndication feed; an advanced calendar system; an updated map of the Maryland Wing showing locations of squadrons; and a search engine.

Content for the site was provided by the following members: Col. Kay Joslin Walling; Lt. Cols. Jon Royer and John Weiser; Maj. Bruce Drury, John Henderson, John Long and Keith Spraker; Capt. Robert Terry and Joseph Winter; 1st Lts. Brenda Reed, Steven Solomon and Philip Szczepanski; 2nd Lts. Fred Holm and Courtney Smith; Sr. Mbr. Lora Dikani Czarnowsky; Cadet 1st Lt. Jennifer Reed; and Cadet Master Sgt. Chiara Burgan. >> 1st Lt. Steven Solomon



The Maryland Wing's Web site features new navigation tools and a search engine.

Northeast

Cadets Interview Astronaut Buzz Aldrin

NEW YORK — Four Col. Francis S. Gabreski Squadron cadets were given the opportunity to interview Dr. Buzz Aldrin at the Cradle of Aviation Museum in Long Island, N.Y.

Cadets Senior Master Sgt. Jim Ridley, Master Sgt. Linda Kelsey and Tech. Sgts. Steven Ervin and Colin Martin participated in the event as reporters representing *Newsday's* "Kidsday" section.

Aldrin, one of the first men to walk on the moon and a retired colonel in the U.S. Air Force, was present to sign his latest book, *Reaching for the Moon*. The book, which describes Aldrin's life and experiences as a NASA astronaut, illustrates to youths they too can dream and with hard work "reach for their own moons."

Each cadet received an autographed copy of the book, and Aldrin also donated an autographed copy to the squadron's archives.

The lunar excursion module, which carried Aldrin and Neil Armstrong to the moon, was built on Long Island by the Grumman Aircraft Corp. The last mod-



Cadets Tech. Sgts. Steven Ervin and Colin Martin, astronaut Buzz Aldrin and cadets Master Sgt. Linda Kelsey and Senior Master Sgt. Jim Ridley pose in front of the lunar excursion module at the Cradle of Aviation Museum in Long Island, N.Y. The cadets interviewed Aldrin for *Newsday's* "Kidsday" section.

ule, which is on display in the museum, never made it to the moon due to budget cuts.

For cadets like Martin who idolize Aldrin, this was a rare and precious moment. "If it had not been for the CAP, I would never have had this fantastic opportunity," he said.

Aldrin left the cadets with some good advice: "Never stop reaching for your moon, because one day you will get it," he said. >> 2nd Lt. Jim Ridley Sr.



Southwest

Space Shuttle Lands In Louisiana

LOUISIANA — Barksdale Cadet and Cenla Composite Squadron members had the opportunity to see the space shuttle Discovery recently when it landed at Barksdale Air Force Base in Bossier City, La. The shuttle was on its way back to Florida via a piggy-back ride on a modified Boeing 747 when it stopped at Barksdale for refueling. >

Photo by 2nd Lt. Matthew Ellis

Great Lakes

Thunderbirds Thank CAP

MICHIGAN — The Air Force Thunderbirds met with members of the Kellogg Field Senior and Battle Creek Cadet squadrons during the Balloon Fest and Air Show in Battle Creek, Mich.

"We usually assist the Thunderbirds with air show survey flights to help them become familiar with the airport surroundings and to locate essential way points for their show," said 1st Lt. Rick Crepas, Kellogg Field Senior Squadron deputy commander. This year the Thunderbirds did the survey upon their arrival and a special survey flight was not needed. "That gave us time to meet with CAP members and pose for a photo session to show our appreciation," said Maj. Jeremy Sloane, Thunderbird 7 operations officer and second in command for the U.S Air Force Demonstration Squadron. "We wanted to



From left, Kellogg Field Senior Squadron members 2nd Lts. Tony Yaskoweak, Mike Sandstrom and 1st Lt. Rick Crepas pose with Air Force Maj. Jeremy Sloane (orange flight suit), Thunderbird 7, during the Balloon Fest and Air Show in Battle Creek, Mich.

emphasize how important the survey flights are for the preparations of our show and how grateful we are to the Battle Creek CAP pilots for helping us with this."

"This was truly a memorable moment for our cadets," said Debbie Sandstrom of the cadet squadron. "This is just one example of what youth from the area can experience as members of the CAP." >> 2nd Lt. Mike Sandstrom

Southeast

Florida Wing Hosts Survival Campout

FLORIDA — Members of the 920th Life Support Squadron at Patrick Air Force Base, Fla., assisted members of the Patrick Composite Squadron with a water survival training exercise. Cadets were taught what supplies are needed if someone is stranded in the ocean and how to survive with only the supplies in the raft.



Cadets also experienced simulated parachute dragging in water. They were strapped into a makeshift parachute harness, which they released while being dragged by the parachute. The cadets then swam to life rafts.

The CAP project officer for the weekend was 2nd Lt. Natalie Femia of the Patrick squadron.

Air Force members of the 920th squadron who helped with the event included Master Sgt. Fabio Cendeno, Staff Sgt. Tyrone Ivory and Senior Airman Ashley Huhnke. >> 1st Lt. Vic Cassella

During a water survival campout weekend, Patrick Composite Squadron cadets were taught how to survive if stranded on the ocean, and experienced simulated parachute dragging in the water.



2006

National Senior Activities

Activity	Date	Location	Contact
FEMA Emergency Management Institute	TBA	Independent study	http://training.fema.gov/EMIWeb/IS/crslist.asp
AF Rescue Coordination Center			
SAR Management Course	TBA	Hosted by region/wing	http://www2.acc.af.mil/afrc
Squadron Leadership School	Annually	Scheduled by wing HQ	http://www.cap.gov/pd
Corporate Learning Course	Annually	Scheduled by wing HQ	http://www.cap.gov/pd
Inland Search & Rescue Planner Course	Jan. 9-13	TRACEN, Yorktown, Va.	http://ntc.cap.af.mil/ops/inland_sar
	Feb. 13-17	San Juan, Puerto Rico	
	March 13-17	Reno, Nev.	
	April 17-21	Lufkin, Texas	
	May 15-19	TRACEN, Yorktown, Va.	
	June 19-23	Kansas City, Mo.	
	July 17-21	Santa Fe, N.M.	
	Aug. 14-18	TRACEN, Yorktown, Va.	
	Sept. 18-22	Marquette, Mich.	
Region and Wing Commander Course	Feb. 4-11	Maxwell AFB, Ala.	http://www.cap.gov/pd
Region Staff College			
Pacific Region Staff College	May 20-26	Nellis AFB, Nev.	lolid@ktau.com
Middle East Region Staff College	June 11-17	McDaniel College, Westminster, Md.	john.knowles@bcc.mdwg.cap.gov
Southwest Region Staff College	July 15-22	Kirtland AFB, N.M.	capjames@juno.com
Northeast Region Staff College	July 16-22	NCO Academy, McGuire AFB, N.J.	jgoldman@binghamton.edu
Great Lakes Region Staff College	July 16-22	Grissom AFB, Ind.	rcvneuwbright.net
Southeast Region Staff College	July 23-29	McGhee-Tyson ANGB, Tenn.	wesmarge@tampabay.rr.com
North Central Region Staff College	TBA	Offutt AFB, Neb.	msdonley@sio.midco.net
Rocky Mountain Region Staff College	TBA	Peterson AFB, Colo.	
CAP Inspector General College	June 12-16	Kirtland AFB, N.M.	http://level2.cap.gov/index.cfm?nodeID=5475
CAP National Staff College	July 8-15	Maxwell AFB, Ala.	http://www.cap.gov/pd
Pilot Proficiency Training	Annually	Region or wing	Local wing director of operations or wing standardization and evaluation officer
National Emergency Services Academy	TBA	Camp Atterbury, Ind.	http://homestead.com/ngsar/home.html
National Ground Search & Rescue School			
Team Leader Course	July 30-Aug. 5		
Basic Courses	July 23-29		
	July 30-Aug. 5		
Advanced Courses	July 23-29		
	July 30-Aug. 5		
Wilderness First Responder Course	July 23-29		
Incident Command System School			
Basic Course	July 23-29		
Advanced Course	July 30-Aug. 5		
Mission Aircrew School			
Mission Observer Track	July 29-Aug. 5		
Mission Pilot Track	July 29-Aug. 5		





Discover all the benefits of **Civil Air Patrol!**



The Civil Air Patrol offers challenging opportunities for youths 12-18 years old, chaplains, aerospace education enthusiasts and adults with an interest in homeland security, search and rescue, disaster relief and humanitarian missions. Leadership training, technical education and an opportunity to participate in aviation-related activities are just a few of the exciting benefits of CAP membership.



The Faces of Civil Air Patrol

Become a CAP volunteer! For more information, visit our Web site at www.cap.gov or call 1-800-FLY-2338.

INTEGRITY • VOLUNTEER • SERVICE • EXCELLENCE • RESPECT

Scholarships for Cadets

Academic Scholarships

Four types of academic scholarships are available to be used for tuition, books or room and board.

1. Undergraduate Scholarships
2. Advanced Undergraduate Scholarships
3. Graduate Scholarships
4. Technical/Vocational Scholarships

Other Scholarships

Texas A&M University Corps of

Cadets—NEW! Ten scholarships are available to cadets who enroll.

Auburn University Engineering—

Up to \$6,600. Scholarships are for cadets majoring in fiber engineering, textile chemistry or textile management and technology.

Dowling College School of Aviation—

One 1-year scholarship—\$8,000
Two 1-year scholarships—\$4,000

Order of Daedalians Flight Scholarships—

Five \$2,100 scholarships available

USAF Chief of Staff Scholarship—

\$1,500 scholarship awarded to CAP's Cadet of the Year

Clara E. Livingston Cadet

Scholarship—\$4,000 educational scholarship for Puerto Rico cadets

General Aviation Flight Scholarships—

To help cadets attain a private pilot's license

Spatz Association Aerospace Leadership Scholarship

U.S. Air Force Academy Preparatory School



FREE MONEY FOR SCHOOL & FLYING

It doesn't get any simpler than that! Each year, Civil Air Patrol provides academic and flight scholarships to deserving cadets and seniors who meet eligibility requirements. Over \$200,000 is available. Many scholarships go unused—APPLY TODAY!

For criteria and application information, go to the scholarship link at www.cap.gov/scholarships.